

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1901

BY

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SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT, RAILWAYS.



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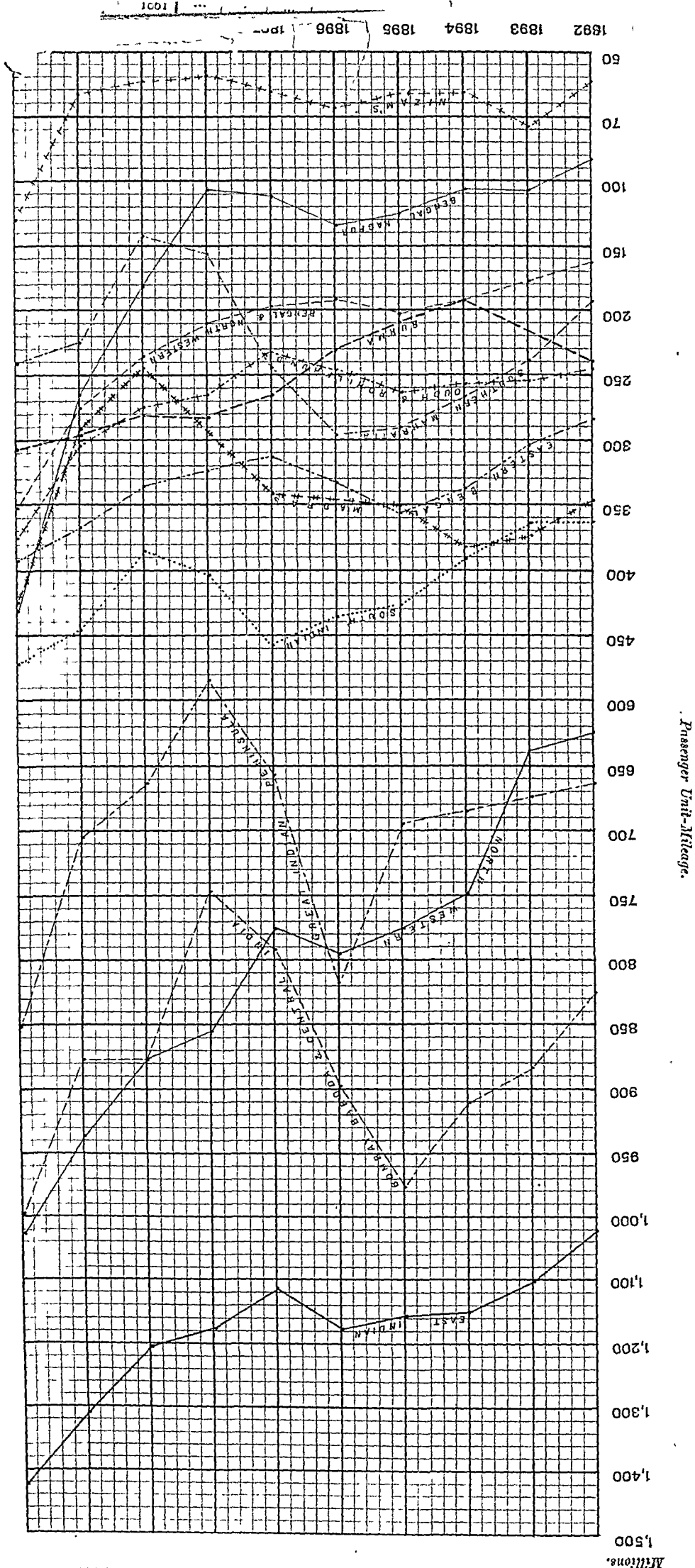
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PASSENGER UNIT-MILEAGE
ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



QUANTITY OF GOODS IN TONS CARRIED ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

Millions.

11

Quantity of Goods in Tons.

Thousands.

900

800

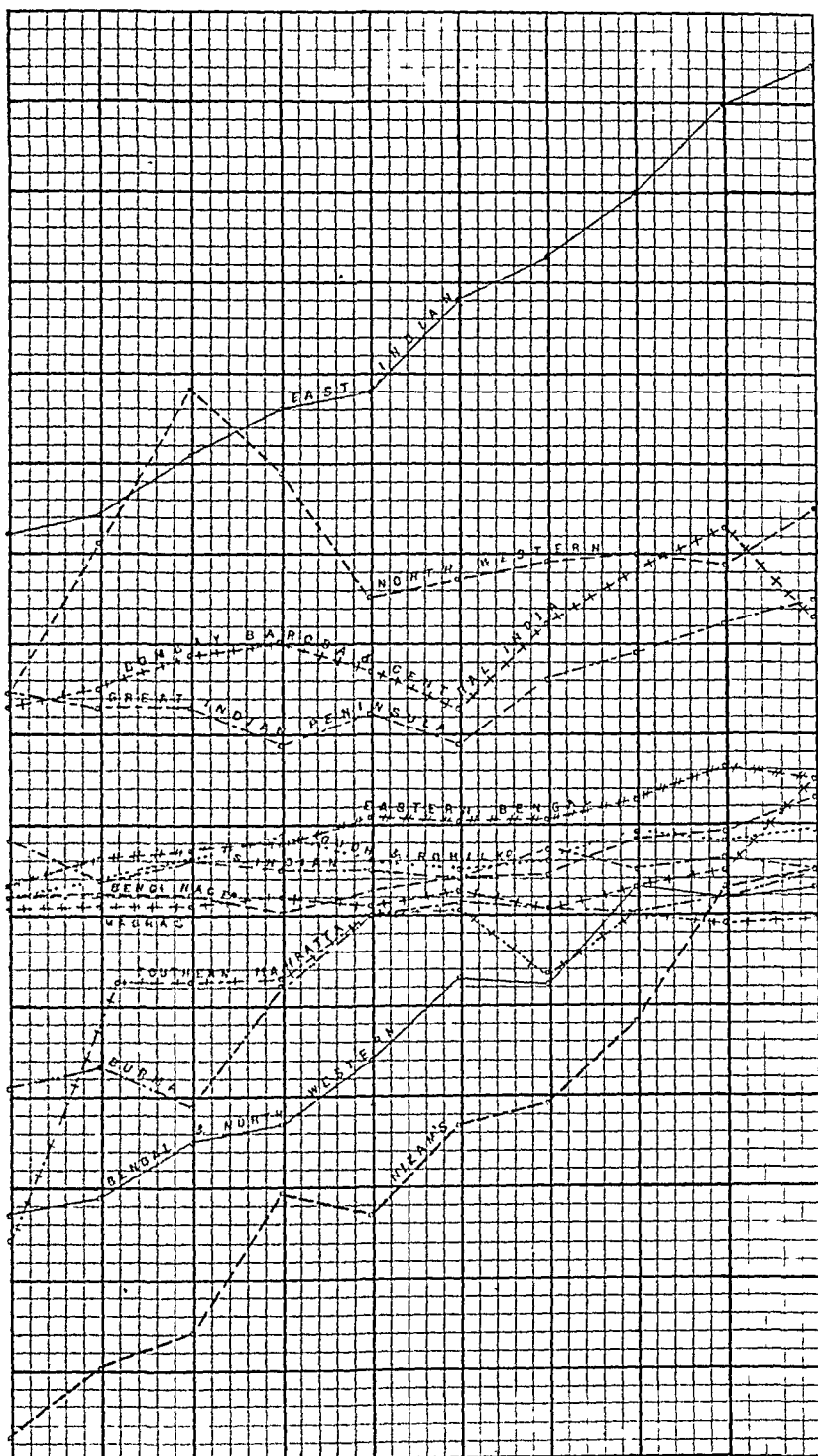
700

600

500

400

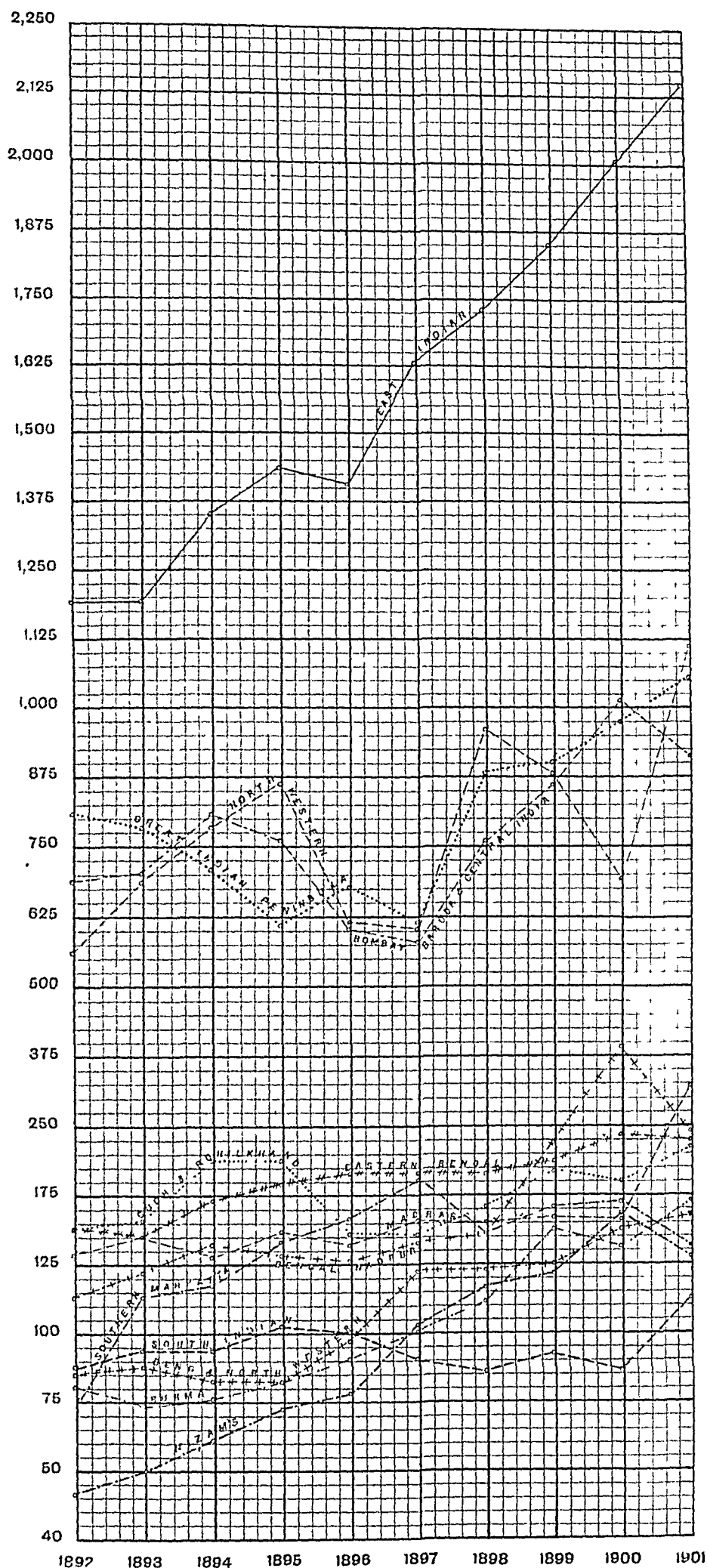
1892 1893 1894 1895 1896 1897 1898 1899 1900 1901



GOODS FREIGHT TON-MILEAGE ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.

Millions.

Goods Freight Ton-Mileage.



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PART I.

GENERAL REPORT.

It was recorded in the Railway Administration Report for 1900, that, for the first time since the commencement of railways in India over half a century ago, there was in that year a surplus to the State of revenue over expenditure amounting to nearly 8½ lakhs of rupees. In the calendar year 1901, there has been a similarly satisfactory record, and the surplus to the State at the close of the year amounted to over 115 lakhs of rupees.

General.

The good results obtained in 1900 were not wholly matter for congratulation, since the improvement in the revenue was largely due to the traffic created by the famine which ravaged so large a part of India. In 1901, however, there was no such scourge to swell the earnings of railways. Famine conditions, though still prevailing, were confined to a small area, and the large increase of business recorded was due almost entirely to the natural development of the railways.

2. The profit of over 115 lakhs of rupees has been arrived at by charging against Revenue not only the expenses incurred in actually working the open lines of railway including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of those railways which have been purchased by the State. Calculated on this basis the results for the last three calendar years are shown in the following table:

Financial results to the State.

	1899.	1900.	1901.
REVENUE.	Rs.	Rs.	Rs.
<i>State railways</i> —Gross traffic earnings	20,68,82,768	24,01,24,915	27,82,42,003
<i>Guaranteed Companies</i> —Gross traffic earnings	6,33,60,199	4,79,09,158	2,74,25,599
<i>Subsidized</i> „ Repayment of advances of interest	4,23,202	3,23,046	4,61,226
Total revenue	27,06,66,169	28,83,57,119	30,61,28,828
CHARGES AGAINST REVENUE.			
<i>State railways</i> —Working expenses	10,13,16,951	11,87,97,703	13,41,56,175
„ „ Interest* on total capital outlay in India and on debentures discharged	4,22,63,678	4,39,11,915	4,49,54,370
„ „ Interest on debt incurred in, or created for, the purchase of railways	83,83,740	98,22,152	1,13,37,298
„ „ Annuities in purchase of railways { Interest	2,94,07,445	3,56,91,431	4,25,83,683
„ „ { Redemption of capital	33,77,277	60,17,752	88,78,497
„ „ Interest chargeable against Companies on advances	56,48,174	59,72,073	60,95,434
„ „ Interest on capital deposited by Companies	1,28,12,593	1,40,08,809	1,59,35,322
<i>Guaranteed Companies</i> —Working expenses	3,29,97,754	2,47,72,576	1,28,86,207
„ „ Surplus profits, etc.	43,44,230	39,16,780	18,11,890
„ „ Land and supervision	7,26,013	2,68,754	—1,94,361
„ „ Interest	3,27,70,756	2,39,25,605	1,53,20,302
<i>Subsidized</i> „ Land and subsidy	7,07,206	3,93,107	1,24,761
<i>Miscellaneous railway expenditure</i>	5,16,639	8,86,011	6,98,052
Total charges against Revenue	27,52,72,456	28,74,84,728	29,45,87,630
Net loss—(or Gain +)	—46,06,287	+8,72,391	+1,15,41,198

* 4 per cent. on capital outlay to the 31st March 1900, and 3½ per cent. on outlay subsequent to that date, except on capital outlay on the East Indian railway from 1st July 1895, and on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway, on which interest is charged at 3½ and 4½ per cent., respectively.

Railways opened.

3. The net gain or loss shown in the foregoing table has been arrived at without excluding from the Annual Revenue Charges that portion of the Annuity payments which represents redemption of capital, and the figures do not, therefore, give the real result to the State of the working of the Railways. If this portion of the annuities, which actually represents instalments of the price which has to be paid for the Railways purchased from Companies, was excluded from the ordinary Revenue Charges, the result to the State of the working of the Railways would have been—

In 1899 a loss of Rs. 12,29,010.

In 1900 a gain of „ 68,90,143.

In 1901 a gain of „ 2,04,19,695.

4. These results were coincident with an increase in the open mileage of 1,484 miles in 1899, 1,237 miles in 1900 and 576 miles in 1901, or a total addition to the railway system in the last three calendar years of 3,297 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the Guaranteed Railways. Under these contracts, payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee, while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange. There are, however, only two such contracts now remaining, *viz.*, the Bombay, Baroda and Central India, and the Madras railways, which, are terminable on the 31st December 1905 and 1907, respectively.

Railways opened.

Railways opened.
App. 1, 2 and 3.

6. During the year under review, 576 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 25,373 miles. Between the 1st of January and the 30th April 1902, 5 miles more were added, making the mileage open on the 1st of May 1902, 25,378 miles, of which 14,057 were on the 5' 6" gauge, 10,511 on the metre or 3' 3 $\frac{3}{8}$ " gauge and 810 on narrower gauges. The steam tramways running outside municipal limits, referred to separately in paragraph 9 of the last report, are included in these figures, as they are now treated as "Light Railways."

Yearly additions
to mileage.
App. 4.

7. The additions made year by year, from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4.

8. The principal railways opened during 1901 were—

- (a) The Peshawar-Jamrud railway on the 5' 6" gauge, 11 miles long, and the Nowshera-Durgai railway on the 2' 6" gauge, 40 miles long, which were constructed for military purposes to serve the Frontier cantonments of Peshawar and Nowshera;
- (b) The Ludhiana-Dhuri-Jakhal railway on the 5' 6" gauge, which is 79 miles long and connects by a direct line Ludhiana on the North Western railway, Dhuri on the Rajpura-Bhatinda or Patiala State railway and Jakhal on the Southern Punjab railway;
- (c) The section from Lumding to Lakwa on the 3' 3 $\frac{3}{8}$ " gauge, 153 miles long, of the Assam-Bengal railway, which will eventually connect Upper Assam with the Southern and Western portions of the Province;
- (d) The section from Dulmeria to Suratgarh on the 3' 3 $\frac{3}{8}$ " gauge, 72 miles long, of the Jodhpur-Bikaner railway, which will afford a direct route between the railways in Northern India and Rajputana;
- (e) A. extension of the Burma railways from Nawnghkio to Hsipaw on the 3' 3 $\frac{3}{8}$ " gauge, 54 miles long, which will open out the country in the North Shan States.

Mileage to be
constructed.
App. 5.

9. Sanction was given during the year 1901 to the construction of 715 miles of railway, making up a total of 2,126 miles sanctioned and still to be constructed on the 31st December 1901. The principal lines sanctioned were—

	Miles.	
Lines in the Jherriah coal-fields (East Indian railway)	14'01	on the 5' 6" gauge.
Lines in the Jherriah coal-fields (Bengal-Nagpur railway)	62'40	" " 5' 6" "
Allahabad to Fyzabad (Oudh and Rohilkhand)	94'67	" " 5' 6" "
Malakwal to the Karana hills—Jech-Doab (North Western railway)	51'40	" " 5' 6" "
Jubbulpore-Gondia extensions (Bengal-Nagpur railway)	252'67	" " 2' 6" "

10. Of the new projects mentioned in last year's report, a Company has been floated for the construction of the Ahmedabad-Dholka railway (Bombay), 33 miles in length, on the 3' 3 $\frac{3}{8}$ " gauge, and construction operations have commenced on the Laksam-Noakhali (Bengal) railway, 35 miles in length, also on the 3' 3 $\frac{3}{8}$ " gauge, while the negotiations in regard to the following branch lines have been practically concluded :

	Miles.
Bezwada-Masulipatam (Madras)	50
Kurnool Road-Dhone-Kurnool (Madras)	32
Raichur-Wondalli (Hyderabad)	43

The concessions which were granted for the following lines have since lapsed :—

	Miles.
Bhagalpur-Bausi-Baidyanath (Bengal)	69
Chandipur-Taki (Bengal)	38

Negotiations in regard to the following have been in progress :—

	Miles.
Akhaura-Bhairab Bazar (Bengal)	19
Baran-Ajmer-Marwar (Rajputana)	213
Burdwan-Cutwa (Bengal)	34
Hooghly-Cutwa-Ahmadpur-Ondal (Bengal)	65
Jullundur-Hoshiarpur (Punjab)	24
Kangra Valley (Punjab)	87
Tilagaon-Sylhet (Assam)	39
Vizianagram-Raipur with Sointilla branch (Madras and Central Provinces)	359

11. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings ; and Appendix 7 shows the subsidies and rebates received by assisted lines under the Branch Line terms, and the time each line took in earning enough to be independent of such assistance.

Earnings per
mile per week.
App. 6.
Income of each
railway.
App. 7.

Railways surveyed.

12. The following surveys were completed during 1901 :

- (a) *Assam-Bengal railway*.—A branch line (3' 3 $\frac{3}{8}$ " gauge), 35 miles long, from Laksam to Noakhali ;
- (b) *Bengal and North-Western railway*.—Lines from (1) Uska Bazar to Tulsipur with a branch to the foot of the hills, 68 miles ; (2) Gorakhpur to Bagaha, 47 miles ; and (3) Kopaganj to Dobri Ghat, 22 miles : total 137 miles ; all on the 3' 3 $\frac{3}{8}$ " gauge ;
- (c) *Bengal Doars railway*.—A branch line (3' 3 $\frac{3}{8}$ " gauge), 20 miles long, from Baura to Mathabhanga and thence to Kona Ghat ;
- (d) *Bhavnagar-Gondal-Junagad-Portbandar railway*.—Lines from Dhrangadhra to Mallia, 49 miles, and Jamnagar to Salaya, 35 miles, both on the 3' 3 $\frac{3}{8}$ " gauge ;
- (e) *Eastern Bengal State railway*.—Quadrupling of the line between Naihati and Ballygunge, 26 miles ; and a line, 70 miles long, from Shibnibash (Kissenganj) to Magura with a branch from Kaliganj to Sulkaps *via* Jhanda ; all on the 5' 6" gauge ;
- (f) *East Indian railway*.—Lines (1) 161 miles long, connecting Gya on the South Behar branch with Asansol ; (2) 74 miles long, connecting Fatehpur with Markundi, with an alternative to Khaga or Manikpur, 60 miles long ; and (3) 28 miles long, partially through the Jheriah coal-fields and about 4 miles east of Lohidi on the East Indian railway to Bujudih on the Bengal-Nagpur railway, to allow the latter railway access to the coal-fields ; all on the 5' 6" gauge ;

Capital.

- (g) *Madras railway*.—A line 12 miles long on the 3' 3 $\frac{3}{8}$ " gauge, from Coonoor on the Nilgiri railway to Ootacamund;
- (h) *North Western State railway*.—Reconnaissance from Gojra to Samandri, 16 miles, on the 2' 6" gauge, as a feeder to the Wazirabad-Lyallpur railway;
- (i) *Oudh and Rohilkhand State railway*.—A line 6·84 miles long, (5' 6" gauge), connecting Dehra Dun on the Hardwar-Dehra branch with Rajpur; and
- (j) *Southern Mahratta railway*.—Lines from (1) Haspet to Kottur, 41 miles; (2) Bellary to Rayadrug, 34 miles; (3) Phirangipuram to Gurazala, 52 miles; (4) Bezwada to Masulipatam, 50 miles; and (5) Kurnool Road Station to Kurnool Town, 32 miles: total 209 miles; all on the 3' 3 $\frac{3}{8}$ " gauge.
13. The following surveys were sanctioned in 1901 and are still in progress:
- (a) *Bengal-Nagpur railway*.—Bankura-Calcutta chord, 96 miles; and Gondia-Chanda with branch to Nagpur, 130 miles;
- (b) *Burma railways*.—A line 120 miles long from Thazi to Taunggyi; a line 114 miles long from Pegu to Martaban and Moulmein; and a line 138 miles long from Pegu to Syriam and Dalla to Dedaye;
- (c) *East Indian railway*.—Direct access to Agra city, 3 miles;
- (d) *Great Indian Peninsula railway*.—A new entrance into Bombay from Sion station to Ballard pier, 9 miles; and a line 30 miles long from Warora to Chanda and on to Bellarpur;
- (e) *North Western railway*.—A line from Quetta to Nushki, 100 miles; and the Lower Sind Extension, 297 miles; and
- (f) *Oudh and Rohilkhand railway*.—Lines (1) 17 miles long, from Balamau or Bhagauli to Roodaman; (2) 15 miles long, from Hardoi to Sandee; and (3) 21 miles long, from Gajraula to Chandpur.

Capital.

Capital outlay.
App. 7 & 11.

14. The total expenditure borne against Capital, both on railways open and railways under construction, to the close of the calendar year 1900 was Rs. 3,43,33,97,389, which was made up as follows:

	MILEAGE.			CAPITAL OUTLAY. Rs.
	Open.	Under construction.	Total.	
Guaranteed railways	1,334'07	31'09	1,365'16	25,09,12,401
State lines worked by Companies	13,441'25	1,118'18	14,559'43	1,97,00,87,374
State lines worked by the State	5,125'32	192'56	5,317'88	81,45,07,947
Assisted Companies	2,350'25	69'75	2,420'00	17,62,52,519
Native State lines	3,048'60	144'82	3,193'42	17,13,95,126
Lines in Foreign territory	73'61	...	73'61	1,76,34,352
TOTAL OPEN LINES AND LINES PARTLY OPEN	25,373'10	1,556'40	26,929'50	3,40,07,89,719
Railways wholly under construction . . . . .	...	569'78	569'78	1,43,43,513
GRAND TOTAL OUTLAY ON RAILWAYS	25,373'10	2,126'18	27,499'28	3,41,51,33,232
Unclassified expenditure, including surveys and collieries . . . . .	...	...	...	1,82,64,157
GRAND TOTAL CAPITAL OUTLAY IN INDIA . . . . .	...	...	...	3,43,33,97,389

Sterling capital.
App. 8.

15. The total sterling capital raised by Companies and paid over to the Secretary of State up to the close of the calendar year 1901, and the amount subsequently

withdrawn for expenditure by Companies during and up to the close of the calendar year 1901 were as follows:

	Amount raised up to 31st December 1901.	Amount withdrawn in 1901.	Amount withdrawn up to 31st December 1901.
	£	£	£
Guaranteed railways	22,421,819	685,704	22,509,108
State lines leased to Companies	31,520,565	1,559,109	35,999,104
	<hr/>	<hr/>	<hr/>
TOTAL	£53,942,384	2,244,813	58,508,212
	<hr/>	<hr/>	<hr/>

16. The total budget allotment for the official year 1900-1901 was originally Rs. 7,30,84,000, but was subsequently increased to Rs. 8,30,75,000. For the official year 1901-02 it was Rs. 10,32,44,000, but this was afterwards reduced to Rs. 9,38,55,000, owing to short outlay in England against the amounts placed at the disposal of the Secretary of State and some of the Railway Companies' Boards for purchase of rolling-stock, stores, etc., on account of the withdrawal of skilled labour in England by recruitment for the forces in South Africa; and as intimation of the failure to spend the money allotted was not received until December, it was not possible to do much towards utilisation of the surplus by increasing the expenditure in India.

Budget allotments for capital expenditure.
App. 9.

17. The actual capital expenditure during the calendar year 1901 on railways, for the financing of which the State is responsible, amounted, however, for the cause stated, only to Rs. 8,39,00,000, the gross capital outlay on all railways in India during the same period being Rs. 10,16,41,000. This amount was spent in constructing 2,363 miles of railway, 576 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways.

Capital expenditure in 1901.
App. 10.

18. The increase to the rolling-stock (*vide* paragraph 54) amounted to 223 engines, 563 passenger vehicles and 4,695 wagons. The most marked development in the traffic began in 1893, and a reference to Appendix No. 33-A will show the quantity of rolling-stock on some of the railways at the close of that year as also the quantity at the close of 1901 when the traffic was the highest on record: it also shows the extent of the increase in the volume of the traffic during these years and the work done by the rolling-stock. The increase in the volume of traffic does not necessarily indicate an increase in the demands made upon the rolling-stock, since on some railways a large portion of the traffic comes on to them from foreign lines and consequently is carried in wagons belonging to such lines, and on others a large amount of the work done by wagons is performed away from the home line, as will be seen from Appendix No. 21. Speaking generally, railways have now sufficient stock for their immediate wants, and provision has been made for increases necessary to meet further developments of traffic, the quantity of rolling-stock under supply at the close of the year 1901 amounting (*vide* Appendix No. 33) to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

19. For the official year 1902-03 provision has been made in the "Railway Programme," that is, for capital expenditure on railways for which the State finds the funds either by direct payment or by guarantee, as follows:

Budget allotments for 1902-03.

	Rs.
For expenditure on open lines	5,50,82,000
" " " lines under construction	3,64,76,000
" " " new lines only recently commenced	1,84,42,000
	<hr/>
TOTAL	11,00,00,000
	<hr/>

Capital.

20. In framing this "Programme," the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

Capital expenditure on new lines, etc.

App. 10.

21. In Appendix No. 10 is presented the capital expenditure during the past ten years on each railway in India under the following heads:—

(a) New lines in extension of, or now worked by, existing lines.

(b) Rolling-stock.

(c) Improvement of existing lines.

Summarised the figures are as follows:—

EXPENDITURE in lakhs ON LINES WHICH ARE INCLUDED IN THE "RAILWAY PROGRAMME," THAT IS, FOR WHICH THE STATE FINDS OR GUARANTEES THE FUNDS.							EXPENDITURE in lakhs ON PRIVATE COMPANIES' LINES AND "NATIVE STATES" LINES, WHICH FALL OUTSIDE THE "RAILWAY PROGRAMME."					
YEAR.	Rolling- stock.	Improve- ment of existing lines.	Sus- pense.	Total improve- ments 2 + 3 + 4.	New lines in exten- sion of, or now worked by, existing lines.	Total capital expendi- ture 5 + 6.	Total capital expendi- ture 12 + 13.	Rolling- stock.	Improve- ment of existing lines.	Sus- pense.	Total improve- ments 9 + 10 + 11.	New lines in exten- sion of, or now worked by, existing lines.
1	2	3	4	5	6	7	8	9	10	11	12	13
1892	80	1,27	—43	1,64	2,54	4,18	68	15	31	—6	40	28
1893	70	1,24	12	2,06	2,99	5,05	45	5	16	—1	20	25
1894	33	92	11	1,36	3,34	4,70	59	2	14	—2	14	45
1895	84	97	13	1,94	3,06	5,00	1,56	6	9	5	20	1,36
1896	62	1,23	16	2,01	3,38	5,39	2,43	12	4	—1	15	2,28
1897	1,21	1,19	10	2,50	5,52	8,02	2,94	17	9	1	27	2,67
1898	1,20	83	—29	1,74	5,56	7,30	3,19	21	15	5	41	2,78
1899	2,24	1,30	48	4,02	6,00	10,02	3,37	45	11	6	62	2,75
1900	1,50	1,58	1,45	4,53	3,94	8,47	2,19	28	10	33	71	1,48
1901	1,74	1,98	58	4,30	4,09	8,39	1,77	37	11	—6	42	1,35

It will be seen from the foregoing statement, that for many years the amount of money which was available for capital expenditure was so limited, that the larger portion of it had to be devoted to new lines if any progress was to be made in railway construction. But the needs of existing lines yearly grew more pressing, and to meet them, without at the same time retarding the construction of new lines, the "Railway Programme" has from time to time been increased, until it now stands, as has been shown in the previous paragraph, at 11 crores of rupees for the official year 1902-03, more than half of which has been appropriated to the improvement of existing lines.

Capital outlay under heads of account.

App. 11.

22. The Capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1901, is presented in Appendix 11.

Traffic and earnings. **Passenger traffic.**

Traffic earnings.
App. 12 and 13.

Traffic and earnings.

23. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

YEAR.	Open mileage.	PASSENGER TRAFFIC.			Earnings from other coaching traffic in thousands of rupees	GOODS TRAFFIC.			Electric telegraph in thousands of rupees	Steam-boat and sundries in thousands of rupees.	Total traffic earnings in thousands of rupees.
		Number of passengers in thousands.	Earnings in thousands of rupees.	Average distance travelled in miles		Tons in thousands.	Earnings in thousands of rupees.	Average distance carried in miles.			
1897	21,123	150,584	7,62,13	39'22	1,23,96	33,926	15,88,89	141'29	8,12	77,01	25,60,11
1898	22,048	151,566	7,58,67	38'53	1,10,29	36,354	17,88,62	157'11	7,49	80,52	27,45,59
1899	23,528	161,720	8,09,39	38'48	1,13,19	40,592	19,23,65	151'92	8,70	86,32	29,41,25
1900	24,760	176,308	8,95,07	40'09	1,31,37	43,739	20,40,90	151'96	7,93	84,38	31,50,65
1901	25,373	194,749	10,07,17	40'42	1,34,71	44,142	21,27,35	159'99	7,49	89,07	33,65,79

24. The large increase in the number of passengers carried and the receipts therefrom is attributable partly to the return of the population to the tracts which were deserted during the famine of 1900, partly to the opening of new lines of railway, but chiefly to the natural development of the traffic. With few exceptions, and they are unimportant lines, every railway in India has contributed to the increase.

Passenger traffic.
App. 13, 14 and 15.

25. The increase in the goods traffic, both in the quantity and in the earnings, is very satisfactory, though the traffic was not so well distributed as in the case of passengers. Railways running through the districts which were affected by famine in 1900, were expected to yield a smaller revenue, as the famine had either altogether ceased or the local conditions had improved, but the deficiency was more than made up by an increase of business on the other railways. Those railways, however, which show a diminution of business under goods in 1901 as compared with 1900, with few exceptions, show an improvement on normal years.

Goods traffic.
App. 13, 16 and 17.

26. The improvement of both the passenger and goods traffic is all the more remarkable, since the comparison is made with a year (1900) in which there had been a large increase of traffic due to abnormal causes; and the great advance made in 1901 points to the steady development of railways and consequently of the country.

Passenger traffic.

27. Turning to the details of traffic, the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

Passenger traffic.
App. 12, 13, 14 and 15.

YEAR.	NUMBER CARRIED IN THOUSANDS					EARNINGS IN THOUSANDS OF RUPEES FROM					AVERAGE RATE CHARGED PER PASSENGER (INCLUDING SEASON AND VENDORS' TICKET HOLDERS) IN PIES.			
	ORDINARY PASSENGERS.				Season and vendors' tickets.	ORDINARY PASSENGERS.				Season and vendors' tickets.				
	1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.		1st.	2nd.	Inter.	3rd.
1897 .	485	2,242	4,865	132,215	10,777	29,27	43,91	49,56	6,32,80	6,59	12'28	4'87	3'10	2'27
1898 .	611	2,253	5,073	131,512	12,117	31,24	45,28	49,49	6,25,51	7,15	12'40	4'93	3'13	2'29
1899 .	526	2,352	5,233	140,321	13,288	31,52	46,97	52,08	6,70,81	8,01	12'59	5'32	3'07	2'30
1900 .	521	2,285	5,703	153,954	13,845	31,83	47,07	56,03	7,51,67	8,47	12'59	5'49	3'11	2'31
1901 .	532	2,405	6,670	170,416	14,726	32,78	52,43	64,39	8,48,25	9,32	12'75	5'49	3'09	2'31

28. There was an increase both in numbers and in earnings under all classes of passengers and, as stated in paragraph 24, it was distributed, with few unimportant exceptions, over all the railways in India. Speaking generally, the 1st and 2nd classes are supported by the European and Eurasian community; the intermediate and

Goods traffic.

third classes by the native community ; but, as mentioned last year, there is a tendency towards the use of the lower classes of carriages in preference to the higher. Consequently, while there has been an appreciable increase in the lower classes, the number of first class passengers has remained almost stationary. The principal increase both in numbers and amount is under third class passengers, over 16 million more passengers having been carried and the earnings having increased by over 96 lakhs of rupees. This traffic has been steadily growing and now amounts to the large number, excluding season ticket holders, of over 170 million passengers, yielding to railways a revenue of over 848 lakhs of rupees.

29. The total number of all classes carried amounted to $194\frac{3}{4}$ millions, and the earnings therefrom, to 1,007 lakhs of rupees.

30. The number of season tickets issued, and the earnings therefrom, have been separately shown this year. The business has increased both as to numbers and earnings. These tickets are availed of almost exclusively in the neighbourhood of the Presidency towns, the number of passengers offering there making it possible for railways to provide a regular and frequent suburban train service.

Goods traffic.

Goods traffic.
App. 12, 13, 16 and
17.

31. The following table shows the quantity of goods of each class carried and the earnings therefrom :

YEAR.	QUANTITY CARRIED IN THOUSANDS OF TONS.					EARNINGS IN THOUSANDS OF RUPEES.				
	General merchandise.	Coal and coke for the public and foreign railways.	Military stores.	Revenue stores including coal and railway materials for construction.	Total including items not detailed.	General merchandise.	Coal and coke for the public and foreign railways.	Military stores.	Revenue stores including coal and railway materials for construction.	Total including items not detailed.
1897 . .	20,217	5,551	116	7,843	33,926	13,14,54	1,47,51	23,68	75,53	15,88,89
1898 . .	21,851	6,032	132	8,077	36,354	14,88,25	1,74,71	21,19	81,38	17,88,62
1899 . .	24,725	6,242	59	9,330	40,592	16,09,45	1,80,49	13,13	94,11	19,23,65
1900 . .	28,178	6,631	58	8,919	43,739	16,92,15	2,11,83	13,78	92,27	20,40,90
1901 . .	26,185	8,272	63	9,528	44,142	17,16,49	2,35,09	15,02	96,41	21,27,35

32. Following, as 1901 did, on a bad famine year, a large decrease might have been expected, but there was actually an increase on the whole business done of 403,000 tons in weight and of Rs. 86,45,000 in earnings.

General Merchandise.
App. 16 and 17.
In general merchandise there was the expected decrease in quantity of 1,993,000 tons, but the earnings were higher by Rs. 24,34,000, due chiefly to the improvement in the cotton and seeds traffic, though many other articles also contributed, and to the increased distance over which the traffic was carried, the average lead having increased from 151'96 to 159'99 miles.

33. The coal traffic, which under the impetus of the increase in the prices for Coal.
App. 16, 17, 28 and 29.
English coal, has so largely developed during the past four years, showed a further increase in 1901, the output from the collieries having increased from 6,118,692 tons to 6,657,573 tons and the exports having increased, to Indian ports excluding Burma from 1,030,709 tons to 1,157,892 tons, and to ports outside India including Burma from 711,874 tons to 845,953 tons. But the reduction in the price of English coal and the introduction of patent fuel point to the possibility of a check in this development. English coal has again entered into competition with Indian coal in some of the markets, Bombay especially, and the imports of English coal and patent fuel during the year have increased from 91,710 tons to 272,630 tons, and of coal from other countries, from 43,939 tons to 79,108 tons. The quantity of Indian coal consumed by railways increased from 1,867,185 tons to 1,965,530 tons

and there has been an increased demand for coal for private factories and for domestic consumption. Notwithstanding, therefore, the competition with imported fuel, the prospects of an increase in the coal trade are hopeful. As affecting the railways as carriers, the large quantity of coal carried by sea to places in India which can be reached by railway, amounting as it does to 1,157,892 tons, deserves attention.

34. The increase under "Military stores" is small, and is probably due to the Mahsud-Waziri blockade operations.
Military stores (App. 16 and 17).

35. Under "Railway material" there was an increase under "Locomotives" and "Carriages and trucks," due to the large quantity of rolling-stock recently sanctioned for railways, and a decrease under "Materials," owing to the inability of railways to work up to their sanctions, as was explained in paragraph 16.
Railway material (App. 18 and 19).

36. The traffic shows the fluctuations which follow on the cessation of famine conditions. The movement of fodder, food-grains, hides and skins, and cattle fell, while that of cotton and seeds increased. Principal commodities. App. 18 and 19.

The traffic in, and the earnings from, these articles compare as follows :

			Quantity in tons.	Earnings in rupees.
Fodder	1900		821,953	32,16,678
	1901		294,675	10,99,973
	Decrease		527,278	21,16,705
Grain and pulse	1900		10,299,071	6,43,62,693
	1901		8,095,976	5,13,97,501
	Decrease		2,203,095	1,29,65,192
Hides and skins	1900		315,950	39,07,150
	1901		174,729	17,76,789
	Decrease		141,221	21,30,361
Cattle	1900		75,705	10,16,093
	1901		50,730	7,01,607
	Decrease		24,975	3,14,486
Cotton, raw	1900		472,968	62,78,130
	1901		822,737	1,30,86,900
	Increase		349,769	68,08,770
Seeds, oil	1900		1,544,969	95,13,231
	1901		2,495,347	1,88,70,585
	Increase		950,378	93,57,354

The other noticeable items are, Indian manufactured cotton (Indian twist and yarn and, Indian piece goods), drugs, raw jute, kerosine oil, and sugar, the traffic in which was as follows :

			Quantity in tons.	Earnings in rupees.
Indian cotton, manu- factured.	1900		214,877	29,91,781
	1901		270,765	39,46,401
	Increase		55,888	9,54,620

Train, vehicle and ton-mileage.

			Quantity in tons.	Earnings in rupees.
Drugs	1900		59,475	7,92,634
	1901		79,371	10,38,269
	Increase		19,896	2,45,635
Jute, raw	1900		693,531	46,81,481
	1901		1,147,115	51,85,477
	Increase		453,584	5,03,996
Kerosine oil	1900		387,937	28,04,792
	1901		441,561	31,95,735
	Increase		53,624	3,60,943
Sugar, refined	1900		261,518	27,70,224
	1901		324,389	35,40,148
	Increase		62,871	7,69,924
Sugar, unrefined	1900		857,469	56,20,602
	1901		1,159,102	77,89,516
	Increase		301,633	21,68,914

Train, vehicle and ton-mileage.

Train, vehicle &
ton-mileage.
App. 20 and 21.

37. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

YEAR.	TRAIN-MILEAGE.* (OMITTING 000.)				VEHICLE-MILEAGE* (OMITTING 000.)			TON-MILEAGE.* (OMITTING 000.)		
	Coach- ing.	Goods.	Mixed.	Total includ- ing miscella- neous train- mileage.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.
1897 .	16,301	24,215	26,676	69,494	547,948	1,003,342	1,551,290	6,447,335	12,793,732	19,241,067
1898 .	16,620	28,037	25,449	71,520	551,348	1,102,343	1,653,691	6,468,321	14,604,953	21,073,274
1899 .	17,039	30,612	26,879	77,207	571,119	1,213,610	1,784,729	6,800,273	15,909,787	22,710,060
1900 .	18,114	34,252	28,827	84,193	612,017	1,323,001	1,935,018	7,326,297	17,231,511	24,557,808
1901 .	19,701	34,274	31,561	88,265	685,299	1,311,304	1,996,603	8,147,469	17,956,732	26,106,201

* Excludes all 2' 6" and 2' 0" gauge lines, except Raipur-Dhamtari and Cooch-Bihar railways.

38. The increase under all heads is explained by the increase in traffic already referred to. But while the number of passengers increased in 1901 over 1900 by 18.46 per cent., the earnings therefrom increased by 12.52, and the train-mileage by only 8.76 per cent.; bearing out what was said last year that it is the long distance traffic which is increasing:

In the case of goods traffic, the tonnage increased in 1901 over 1900 by 0.92 per cent., the train-mileage by 0.06 per cent., and the earnings by 4.24 per cent. The disproportionate increase of earnings was due chiefly to the improvement in the higher freight-earning traffic in cotton.

39. The earnings per mile worked and per train-mile increased correspondingly and were as follows:

YEAR.	PER MILE WORKED.			PER TRAIN-MILE.
	Gross earnings excluding steam-boat, in rupees.			Gross earnings, excluding steam-boat, in rupees.
	Coaching.	Goods.	Total, including "other earnings", except steam boat.	
1897	4,316	7,739	12,402	3'66
1898	4,046	8,328	12,721	3'82
1899	4,038	8,420	12,806	3'79
1900	4,254	8,459	13,025	3'73
1901	4,517	8,415	13,253	3'80

Working expenses.
Earnings per mile open and per train-mile.
App. 12, 22 and 23.

Working expenses.

40. The working expenditure on all railways taken collectively is shown in the following table:

Year.	Working expenses in thousands of rupees.	Proportion per cent. of working expenses to gross earnings.	Working expenses, excluding steam-boat, per mile worked in rupees	Working expenses, excluding steam-boat, per train-mile in rupees.
1897	12,47,73	48'74	6,027	1'78
1898	13,01,99	47'42	6,018	1'81
1899	13,96,22	47'47	6,067	1'80
1900	15,12,91	47'88	6,217	1'78
1901	15,75,64	46'81	6,190	1'77

Working expenses.
App. 12, 24, 25 and 27.

41. The increase in the total working expenses was a natural consequence of the large increase in the traffic carried. That it was not abnormal will be seen from the fall in the working expenses per mile worked and per train-mile and in the proportion which the working expenses bear to the gross earnings. Where the proportion of working expenses to gross earnings averages for all railways below 47 per cent., the management cannot be regarded as unsatisfactory, especially when the expenditure under the head of flood damages (paragraph 63), to which the younger railways in India are particularly liable, is considered.

42. A factor which largely contributed during past years to increase the working expenses was the price of materials. There was a marked improvement in this respect during the year under review, the prices comparing with previous years as shown in the following statement:

Year.	IRON.								STEEL.			
	BAR.		PIO.		PLATE.		SHET.		MILD BAR.		RAILS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1897	8 1. d.	6 7 6	2 11 9	2 8 3	6 10 0	6 10 0	8 10 0	2 1. d.	2 1. d.	2 1. d.	2 1. d.	2 1. d.
1898	8 5 0	6 10 0	2 12 6	2 12 6	9 0 0	6 11 3	10 0 0	7 10 0	7 0 0	5 9 3	4 17 6	4 5 0
1899	10 10 0	8 0 0	3 19 0	3 16 0	11 0 0	9 0 0	11 0 0	7 7 6	7 7 6	5 7 6	5 5 0	4 7 6
1900	10 15 0	10 10 0	3 16 6	3 16 6	12 0 0	11 10 0	12 17 6	11 4 0	10 5 0	6 15 0	7 2 6	4 12 0
1901	9 10 0	7 2 6	3 7 6	3 6 6	9 10 6	7 12 6	9 5 0	7 12 6	9 0 0	5 9 6	7 2 6	5 5 6
Difference between 1900 and 1901.	-1 5 0	-2 7 6	-0 9 0	-0 10 0	-2 9 6	-3 17 6	-3 12 6	-3 11 6	-3 5 0	-2 8 0	-0 7 6	-0 14 6
Decrease per cent.	11'6	31'1	11'7	13'1	20'6	33'7	23'1	31'9	26'5	30'5	1'50	13'1

Working expenses.

Coal.
App. 23 and 29.

43. The coal used by railways is now almost entirely raised in India. Foreign coal is still used on some of the railways, and the recent reduction in the price of English coal may lead to an increase in the quantity taken, but the Indian coal has now fairly established itself, as will be seen from the following statement :

Year.	Foreign coal consumed by railways.	Indian coal consumed by railways.
	Tons.	Tons.
1897 .	55,617	1,328,120
1898 .	38,902	1,423,463
1899 .	83,755	1,561,821
1900 .	56,444	1,867,185
1901 .	13,095	1,965,530

Collieries owned by railways or the State.
App. 30.

44. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

In the case of most of the other railways, the coal-fields from which their coal is drawn, are a great distance off. The cost of the coal by the time it reaches them is consequently very great, and it is necessary to bear this in mind when comparing the cost of working one railway with another.

Working expenses by departments.
App. 24, 25, 26 and 27.

45. The working expenses in the different departments of the railways treated as one system are shewn in the following table. (The totals are shown in paragraph 40) :

YEAR.	ENGINEERING.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.			GENERAL.		
	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.	Per cent. on gross earnings.	Per mile open.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
1897 .	12'66	1,535	0'47	15'83	1,919	0'58	4'49	544	0'17	8'23	998	0'30	5'20	631	0'19
1898 .	11'44	1,424	0'44	15'66	1,950	0'60	4'86	606	0'19	8'05	1,002	0'31	4'98	620	0'19
1899 .	11'66	1,457	0'44	16'04	2,006	0'61	4'56	570	0'17	7'89	986	0'30	4'85	606	0'18
1900 .	11'46	1,463	0'43	16'69	2,129	0'63	4'39	561	0'16	7'96	1,014	0'30	4'67	596	0'18
1901 .	10'59	1,405	0'40	16'63	2,206	0'63	4'52	600	0'17	7'89	1,046	0'30	4'70	623	0'18

46. These results are not unsatisfactory. The results for individual railways, as presented in Appendices 21, 25, 26 and 27, and in Appendices 31 and 32, which show the proportion of freight to the dead weight moved and the capacity hauled, seem, however, to require consideration, though any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same, and a judgment of results by averages would be equally misleading, as the same conditions do not obtain throughout the year.

Net earnings.

47. Turning now to the net earnings, the following table shows what the net earnings were, and what return they would have yielded on the capital expenditure if all the railways in India were treated as one undertaking :

Net earnings.¹
App. 12 and 13.

Year.	Net earnings in thousands of rupees.	Percentage of net earnings on capital outlay.	NET EARNINGS, EXCLUDING STEAM-BOAT, IN RUPEES.	
			Per mile worked.	Per train-mile.
1897 .	13,12,38	4'65	6,375	1'88
1898 .	14,43,60	4'93	6,703	2'01
1899 .	15,45,03	5'00	6,739	1'99
1900 .	16,46,74	4'99	6,808	1'95
1901 .	17,90,15	5'26	7,063	2'03

48. But while some railways are now productive, others are still worked at a loss to the State. Taken as a whole, however, the working of the year 1901 resulted, as was shown in paragraph 2, in a net gain to the State of Rs. 1,15,41,198.

Gain or loss to
State.
App. 7.

49. Recapitulated, the results show an increase in 1901 over 1900 in—

Mileage open of	. . . . .	2'48 per cent.
Coaching traffic—		
Passengers, number of—	. . . . .	10'46 „
Train-mileage	. . . . .	8'76 „
Gross earnings from passengers	. . . . .	12'52 „
Goods traffic—		
Tonnage	. . . . .	0'92 „
Train-mileage	. . . . .	0'06 „
Gross earnings	. . . . .	4'24 „
Working expenses	. . . . .	4'15 „
Net earnings	. . . . .	8'70 „

Summary.

50. Summarised, the general results of working Indian railways during the five years 1897-1901 were as follows:

General results.
App. 7 and 12.

Year.	Mileage open on 31st December.	Gross earnings (Omitting 000.)	Working expenses. (Omitting 000.)	Net earnings. (Omitting 000.)	Per cent. of net earnings on out- lay.	Pro: per cent. of expenses to gross earnings.	PER MILE WORKED, (IN RUPEES.)			PER TRAIN-MILE. (IN RUPEES.)			Gain or loss to State. (Omitting 000.)
							Gross earn- ings.	Working expenses.	Net earn- ings.	Gross earn- ings.	Working expenses	Net earn- ings.	
1897 .	21,123	25,60,11	12,47,73	13,12,38	4'65	48'74	12,402	6,027	6,375	3'60	1'78	1'88	-2,16,25
1898 .	22,048	27,45,59	13,01,99	14,43,60	4'93	47'42	12,721	6,018	6,703	3'82	1'81	2'01	-1,11,63
1899 .	23,528	29,41,25	13,96,22	15,45,03	5'00	47'47	12,806	6,067	6,739	3'79	1'80	1'99	-46,06
1900 .	24,760	31,59,65	15,12,91	16,46,74	4'99	47'88	13,025	6,217	6,808	3'73	1'78	1'95	+8,72
1901 .	25,373	33,65,79	15,75,64	17,90,15	5'26	46'81	13,253	6,190	7,063	3'80	1'77	2'03	+1,15,41

51. The Indian railway system having for two years in succession been worked at a profit to the State, it may now be regarded as having ceased to be a burden to the general revenues of the country ; and the net receipts from railways may be expected in future to be one of the most certain and increasing sources of State revenue.

PART II.

MISCELLANEOUS.

Chief events of the
year.

52: The chief events of the year 1901 are recorded below :

As representations continued to be made to the Government of India that the inconvenience and hardships experienced by the lower class passengers on account of the absence of latrine accommodation in carriages had in no way abated, all railways in India were invited to take steps for the provision of such accommodation—

- (a) as early as possible in all intermediate and third class carriages running on mail and fast passenger trains, that is, trains which are not timed to stop at every station; and
- (b) as opportunity arises in all other carriages of these classes except those intended for use on suburban trains running for distances of less than 50 miles.

A long standing dispute between the Oudh and Rohilkhand and Bengal and North-Western railways in connection with the carriage of, and rates for, traffic conveyed over the 3' 3 $\frac{3}{8}$ " gauge link between Burhwal and Cawnpore was settled by power being given to the Bengal and North-Western Railway Company to quote rates over the link, the through rate being divided between the two railways in mileage proportion.

The dispute between the Great Indian Peninsula, the Southern Mahratta and the West of India Portuguese railways, as to the routing of traffic between Bombay and Southern Mahratta railway stations, was settled by a territorial division of the traffic.

The Cherra-Companyganj State railway (Assam) was finally closed on the 15th October 1901, as since the earthquake it had ceased to earn working expenses and the volume of the traffic offering was insufficient to justify its being kept open.

A meeting was held, on the 2nd July and the two succeeding days, of the mercantile and railway bodies interested in certain questions connected with (i) the entrance of the Bengal-Nágpur railway into Jherriah; (ii) the relief of congestion of traffic on the lower section of the East Indian railway; and (iii) the provision of an independent access to Calcutta from the United Provinces of Agra and Oudh, so as to give to the Committee appointed to investigate and advise the Government of India on these questions, an opportunity of hearing the views of those concerned. The Committee recommended that—

- (i) the Bengal-Nágpur railway should be allowed free entrance into the Jherriah coal-field;
- (ii) additional lines were not necessary for the relief of the congestion on the East Indian railway which was due to other causes; and
- (iii) a line should be constructed from Gya to connect with the Bengal-Nágpur railway so as to afford an alternative route to Calcutta from Northern India.

Owing to the difficulty experienced by the India Office in obtaining reasonably early delivery of locomotives ordered in England for Indian railways, the Secretary of State requested that a General Conference of Locomotive Superintendents of both State and Companies' lines should be summoned for the purpose of considering the question of, and making recommendations for, the standardization of locomotives of all gauges of Indian railways. Mr. F. Wolley-Dod of the retired list, Public Works Department, was appointed President of the Conference which was held at Calcutta on the 9th December and the four succeeding days, and recommended—

- (i) That under Indian conditions a fixed scale of standard dimensions and standard weights and of loads and working stresses is essential and should be prescribed by Government for each gauge of railway;

- (ii) That a higher standard of loads than is at present allowed should, as soon as possible, be settled and accepted by Government for adoption as a maximum;
- (iii) That until this new standard is decided on, Government should be asked to permit present standards to be exceeded, each case being decided on its merits;
- (iv) That with regard to the standardization of locomotives, the English makers, who have represented their difficulties under the system now in force and have suggested a standardization for current use, should be invited to prepare in collaboration, a series of standard designs which they consider calculated to meet their views, and to ensure a more rapid rate of delivery and a decreased cost—the series to comprise engines of certain mentioned types, the designs being prepared so that, as far as may be possible, corresponding parts of the various classes may be interchangeable; and
- (v) That in order to maintain the standards eventually arrived at, the existing Committee of Locomotive and Carriage Superintendents for India should be recognized by Government and the Railway Companies as the tribunal for maintaining or relaxing the standards from time to time.

On the 26th November, the Government of India issued orders convening a Conference at Delhi, between the officers who will have charge of the arrangements for the Proclamation Ceremony of His Majesty King Edward VII and those controlling the railways working into Delhi, to provide facilities for dealing with the expected traffic.

During the year a direct service of steamers for the carriage of tea and jute was established between Chittagong and London in connection with the Assam-Bengal railway. The first steamer left the port on the 4th August and the experiment promises to prove successful.

The running of bogie carriages has been introduced on the Eastern section of the Eastern Bengal State railway, and the Darjeeling mail is now run from Calcutta to Damukdia entirely with bogie carriages.

Mr. T. Robertson, C.V.O., who had been appointed by His Majesty's Secretary of State to investigate the working of railways, arrived in India on the 19th October 1901, and made an extensive tour through the country visiting all the railways.

On the 1st January, the working of the Northern section of the East Coast railway, from the north distant signal of Waltair station to Barang, near Cuttack, a length of 319·51 miles, was transferred to the Bengal-Nágpur railway, the Southern section, from Washermenpet to Vizagapatam, 497·22 miles, being made over to the Madras railway to work.

On the 1st January, the maintenance of the 5' 6" gauge portion of the Rajputana-Málwa railway from Ferozpore to Bhátinda was taken over by the North Western State railway from the Bombay, Baroda and Central India railway.

On the 18th January, an Indenture was executed for the construction of the Calicut-Azhikal extension of the Madras railway.

By an Indenture of the 1st February the arrangements for working the Rajputana-Malwa and other connected railways by the Bombay, Baroda and Central India Railway Company were revised, the contract being extended up to the 31st December 1905.

By an Indenture of the 5th February the arrangements for the working of the Lucknow-Bareilly State railway by the Rohilkund and Kumaon Railway Company were revised, the contract being extended up to the 31st December 1907.

On the 27th March, Indentures were executed for the construction of a railway from Laksam *via* Noakhali to Ichakhali (Bengal) which on completion will be worked by the Assam-Bengal Railway Company.

On the 1st November, a contract was executed for the construction and working of a branch railway from Walajah Road (Arcot) to Ranipet by the Madras Railway Company.

The contract for the construction of the Kalka-Simla railway was modified during the year in some particulars, the most notable being that 2' 6" has been adopted for the gauge instead of 2' 0".

**Important
works
completed.**

Important works
completed.

Important works completed.

53. The following works of importance were completed during the year 1901 :

- (a) *Bengal and North-Western railway*.—The Barundhi bridge (8 spans of 80-foot girders), which was passed for traffic on the 25th February 1901; the Chota Kosi bridge (7 spans of 80-foot girders) and the Boro bridge (3 spans of 60-foot girders), which were opened on the 26th June 1901;
- (b) *Bengal-Nágpur railway*.—The bridge over the Cossye river (16 spans of 100-foot girders), which was opened on the 8th June 1901;
- (c) *Bombay, Baroda and Central India railway*.—The doubling of the line up to Baroda, the second line being opened throughout on the 21st April 1902;
- (d) *Burma railways*.—The Gokteik viaduct (10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet), which was opened on the 1st June 1901;
- (e) *Eastern Bengal State railway*.—The Teesta bridge (13 spans of 150-foot girders) and approaches on the Northern section, which were opened on the 1st April 1901; the conversion of the line from Teesta to Moghalhat, $12\frac{1}{4}$ miles, from 2' 6" to 3' $3\frac{3}{8}$ " gauge, which was opened on the same date; the Dharlla bridge at Moghalhat (10 spans of 150-foot girders), which was passed for traffic on the 19th December 1901;
- (f) *East Indian railway*.—The doubling of the track between Sitarampur and Barakar, the second line being opened on the 6th March 1901; the doubling of the track between Shahdara and Delhi, 8.60 miles, the second line being opened on the 20th February 1902;
- (g) *Great Indian Peninsula railway*.—The Girna bridge (9 spans of 170' 8" girders), which was opened on the 16th May 1901;
- (h) *Jodhpur-Bikaner railway*.—The conversion of the Hyderabad-Shadipalli railway from the 5' 6" gauge to the 3' $3\frac{3}{8}$ " gauge;
- (i) *Madras railway*.—The doubling of the track between Washermenpet and Veyasarpady, 1.50 miles, the second line being opened on the 14th September 1901; and
- (j) *Oudh and Rohilkhand State railway*.—The permanent bridge (11 spans of 200-foot girders) over the Ganges at Garhmukhtesar with approaches, which was opened on the 11th April 1901.

Rolling-stock.

Rolling-stock.

App. 33, 33A. and
34.

54. It was stated in the report for 1900 that the development of railways had been much hampered for want of rolling-stock, but that large allotments of funds had been made to correct this defect. During 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were added to the stock of the 5' 6" and 3' $3\frac{3}{8}$ " gauge railways. In 1901 a further addition was made of 223 engines, 563 passenger carriages and 4,695 wagons.

55. The total outlay on rolling-stock for 5' 6" and 3' $3\frac{3}{8}$ " gauge railways amounted at the close of 1901 to Rs. 45,15,32,000, or at the rate of Rs. 18,215 per mile open, as will be seen from Appendix No. 33. The additions to the supply of rolling-stock which have been made in recent years, have brought the requirements of all the railways more or less up to date. The additions under supply to meet further developments of traffic are shown at the foot of the same appendix, and amount to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

56. The work done by the rolling-stock is shown in Appendix 33-A. The conditions are so different on each railway that no fair deductions can be drawn from the results of a whole year's working; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year, on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not

Accidents.

been made of the available stock and that some railways have more than they need, no accurate conclusions can be drawn without some knowledge of the local conditions on each railway. Better and more trustworthy results could be obtained from statistics of work done during the busiest month in the year, and it is under consideration whether such statistics should not be compiled in future.

57. During the year 1901, 208 engines and 628 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,777 engines and 9,298 vehicles, as against 2,243 engines and 80,021 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients. Automatic brakes.
App. 35.

58. During the year 1901, 1,091 vehicles were fitted with Pintsch's gas, making the total number so fitted at the close of the year 6,577, as compared with 4,437 unfitted on the railways which light their trains by gas. Carriages lighted
by gas.
App. 36.

59. By degrees all vehicles are being fitted with screw couplings at one if not at both ends. Couplings.

60. During the year under review, 112 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 27 stations having been provided with these instruments. Interlocking and
block working.
App. 37.

Accidents.

61. The accidents which occurred during the year 1901 compare as follows with those which occurred during the preceding four years :

Accidents,
App. 38.

YEAR.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1897.	22	128	57	210	79	338	18	38	212	330	230	368	25	16	510	169	169	9	16	4	730	198	1,039	904
1898.	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	174	819	799
1899.	7	86	60	191	67	77	20	92	182	339	202	431	21	10	445	149	103	6	25	23	594	188	863	896
1900.	14	85	83	258	97	343	21	84	236	384	257	463	32	17	693	236	164	8	17	35	911	295	1,265	1,106
1901.	3	47	91	251	94	298	14	83	261	375	275	458	41	17	542	170	129	9	33	18	745	214	1,114	970

62. The following were the principal accidents :

Train accidents.

On the 28th August, No. 15 up Assam mail train collided with a down ballast Eastern Bengal State railway train at Teesta Junction station on the Kaunia-Dharila section, owing to the former train having been allowed to enter whilst the latter was being shunted into a siding. One passenger and six railway servants were injured, and the rolling-stock was damaged.

On the 29th December, No. 15 up mail train collided with a down special goods train at Rungpore station on the Northern section, owing to the points having been wrongly set. Four passengers and three railway servants were injured and the rolling-stock and permanent-way damaged.

Accidents.

On the 24th January, a collision occurred between Nos. 76 and 110 down goods trains at Bally Khal block hut, owing to the driver of the former train having entered against signals. The rolling-stock and permanent-way were damaged.

East Indian railway.

On the 27th January, the rear portion of a goods train consisting of 20 vehicles and a brake-van, which were uncoupled for the purpose of detaching 10 trucks from the train, ran back from Karmatar station into the Kaseetar catch siding, and, running through the buffer stop at the end of the siding, was completely wrecked. One railway servant was slightly injured.

On the 19th March, 18 wagons parted from the engine while being backed to the Lillooah workshops, owing to one of the side chains breaking, and, running into the carriage and wagon shop siding, collided with and set in motion wagons being repaired there, killing one railway servant and injuring another.

On the 24th March, a door of a third class carriage attached to an up passenger train caught fire between Mankur and Paraj stations, due, it is believed, to lighted ashes having been allowed to drop between the outer and inner casings. Seven passengers, becoming alarmed, jumped out of the same and adjoining compartments with the result that one was killed and six were injured.

On the 26th March, a fire broke out in four low-sided trucks loaded with grass attached to a special ballast train near Taljhari station. Sixteen coolies, two of whom subsequently died, jumped out of the train before it was stopped and were seriously injured.

On the 7th May, the engine trailing wheels, tender and 13 following vehicles of No. 5 up passenger train were derailed at mile 169 $\frac{3}{4}$, between Karmatar and Madhupur stations, owing to the permanent-way having been maliciously tampered with. One passenger was slightly injured and the rolling-stock and permanent-way were damaged.

On the 12th June, a collision occurred at mile 226 $\frac{7}{8}$ between No. 2 down Punjab mail train and a loaded goods wagon, which had been blown out by a heavy storm of wind from the goods shed siding at Jhajha station. The wagon was derailed and badly damaged. The mail train was uninjured.

On the 28th July, a collision occurred between No. 90 down goods and No. 54 van goods trains, between Jhinjhak and Kura stations, owing to the guard of the former having stopped his train to shoot and the latter following on without the prescribed interval. One railway servant was seriously injured, and the rolling-stock considerably damaged.

On the 27th November, No. 4 down Bombay mail train was derailed at mile 181 $\frac{1}{2}$, near Niwar station, owing to a broken rail. One railway servant was injured and the rolling-stock and permanent-way were damaged.

On the 4th June, a fire broke out at the Parel carriage workshops, Bombay, totally destroying 27 vehicles and scorching several others badly. The origin of the fire is unknown.

Great Indian Peninsula railway.

On the 1st January, a collision occurred between a down passenger train and some loaded goods wagons standing on the loop line at Banmor station, owing to the driver not having his train under proper control. Two passengers were injured and the rolling-stock was considerably damaged.

Indian Midland railway.

On the 31st January, a collision occurred between Nos. 63-E and 8 goods trains at Tiruvallam station. Seven passengers and one railway servant were slightly injured and the rolling-stock was considerably damaged.

Madras railway.

On the 11th April, a collision occurred between Nos. 37 mixed and 130 express goods trains at the north distant signal at Mamanduru station, owing to line clear having been given to the latter when the line was already occupied. One passenger and five railway servants were injured, and the rolling-stock was considerably damaged.

On the 15th August, a collision occurred between a local train and the rear brake-van of a mixed train which was standing at the up platform of Perambur station. Four passengers were slightly injured.

On the 25th March, a collision occurred between No. 52 down goods train and a heavy stone train at Shadara station, owing to the latter having entered the station against signals. Five passengers were injured, and two railway servants were killed and four injured. The rolling-stock and permanent-way were also considerably damaged.

On the 2nd January, a collision occurred between Nos. 66 down goods and 9 up mixed trains at Malhaur station, owing to the former having entered against signals. Nine passengers were slightly injured and the rolling-stock was damaged.

On the 23rd March, a collision occurred between an up and a down special goods train at Gajraula station, owing to line clear having been wrongly given. Two railway servants were injured and the rolling-stock was considerably damaged.

On the 14th September, a goods special train parted, owing to the failure of the head stock of a covered goods wagon, resulting in the rear portion of the train running back on a down gradient through Panapakam station and colliding with No. 81 mixed train from Chendragiri. One railway servant was killed, and four passengers and eight railway servants were injured. The rolling-stock was considerably damaged.

Flood damages.

63. The principal damages caused by floods were the following :

On the 26th June, the line between Shaistaganj and Itakhola was breached and washed away in several places, causing detention to traffic.

On the 10th September, the line between Lumding and Dimapur was breached in several places, and the through train service from Lumding suspended until the 25th idem.

Owing to exceptionally heavy rainfall during the month of September, several portions of the line between Lakhminia and Katareah were washed away and through passenger traffic was interrupted for two days. Owing to the same cause, the embankment, a mile east of Mansi station, was breached on the 9th September for a length of 250 feet. The line was restored on the 16th idem, when traffic was resumed.

On the 8th July, at mile 437, near Kulunga station, a single arch bridge of 12-foot span, was completely carried away by floods. The cause of the breach was a local rainfall of about 8 inches in two hours. Traffic working was interrupted for four days.

On the 17th September, the ballast and low embankment between miles 394-16 and 395-2 were washed away by floods in the Tanbo Choung. Communication was restored on the following day.

On the 21st September, the line was breached at mile 408-9 A, for a length of 90 feet. Through communication was restored on the 23rd idem.

On the 29th September, the line was breached at several places between miles 303 and 308, necessitating transhipment till the 1st October, when through communication was restored.

On the 4th October, 100 feet of the south approach of the bridge at mile 250-9 were washed away by a heavy flood in the Sinthe river. The break was crossed by transhipment from the 4th to the 12th October, when through communication was restored. Further breaches occurred at the same place on the 13th and 22nd, and trains could not pass for two days on the first, and for three days on the latter, occasion.

On the 16th October, an overflow of the Samon river undermined the bridge at mile 330-18 and destroyed both abutments, necessitating transhipment. Traffic was resumed on the 20th.

On the 26th June, an overflow of the Kosi river breached the Ancharaghat line in two places, flooding the road from mile 266-7. Passengers were transhipped in ferry boats until the 10th July, when traffic working was resumed. The line was again breached on the 8th August in three places and Ancharaghat abandoned. Through communication was restored on the 17th September.

Flood damages.

On the 10th September, an 18-inch open top culvert was destroyed by a flood at mile 115-8, near Nandina, on the Mymensingh-Jamalpur-Jagannathganj railway. The culvert was filled up and traffic working resumed.

On the 14th August, owing to heavy rain, the down road subsided at mile 93 $\frac{1}{4}$, for a length of 100 feet, necessitating single line working. **Great Indian Peninsula railway.** between Ghoti and Padali on the Thull ghat until the 17th, when the road was restored.

On the 17th October, the engine and one ghat brake of No. 8 up goods train ran into a large quantity of rock, estimated at about 100 tons which had slipped on to the line, and were derailed at mile 72-30 on the Bhoreghat, fouling both down and up roads and necessitating the transshipment of passengers. The line was cleared on the following day.

On the 9th September, owing to exceptionally heavy floods in the Damoodur and Amta rivers, the line between Amta and Islampur was rendered unsafe for traffic; in consequence, all trains had to be terminated at and started from Islampur, and the train service was interrupted for seven days till the water subsided. **Howrah-Amta railway.**

From the 7th to the 9th September, owing to floods, all trains had to be terminated at and started from Moshat station. Through communication was restored on the 10th idem. **Howrah-Sheakhala railway.**

On the 13th August, owing to an exceptionally heavy rainfall, a landslide occurred at mile 166-4, near Mundra, on the Bina-Katni branch, completely blocking the line for about 100 feet. The break was crossed by transshipment from the 13th to 15th, when communication was restored. **Indian Midland railway.**

On the 14th January, a bad landslide occurred at miles 11-1 and 11-2, necessitating transshipment. The line was cleared on the 18th January. **Nilgiri railway.**

On the 5th May, the line between 417 and 419 miles was breached in several places. Through communication was restored on the morning of the 7th. **North Western State railway.**

Owing to exceptionally heavy rainfall during the early part of May throughout the Upper Kabul River Valley, an overflow of the Kabul river undermined the foundations of one of the piers of the bridge at mile 1,092, consisting of 4 spans of 40-foot girders, carrying away two girders. A diversion was made and traffic working resumed on the 11th idem. Owing to the same cause, the Pesháwar-Jamrud section was breached in two places and the causeways at the Bassai and Jam nullahs were undermined and destroyed.

On the 10th August, a landslide occurred at mile 473-11, Pishin section, when a large quantity of boulders and earth, estimated at about 30,000 cubic feet, fell on to the line. Considerable damage was done to the permanent-way. Through communication was restored on the 12th idem.

On the 22nd August, an overflow of the Jumna river considerably damaged the line between Sarsawa and Jagadhri, destroying the Nala bridge, 1 span of 50 feet, at mile 1,050. Traffic was resumed on the 2nd September.

On the 20th August, owing to heavy rain, the Kotdwara branch was breached in eight places, necessitating transshipment until the 22nd August, when traffic working was resumed. The total extent of breaches on the line was as follows:—at miles 9-7—9-9, three breaches aggregating 300 feet; at miles 10-9—10-10, a breach of 175 feet; at miles 10-14—14-17, 695 feet; at miles 11-1—11-2, 125 feet; at miles 11-7—11-9, 330 feet; and at miles 12-2—12-6, 725 feet. **Oudh and Rohilkhand State railway.**

Owing to heavy rain from the 21st to the 24th August, the Hardwar-Dehra line was considerably damaged through landslips and washaways, causing interruption to traffic.

On the 10th December, owing to heavy rain, several portions of the Arkonam branch were washed away, and traffic working was interrupted till the morning of the 12th idem, when through communication was restored. **South Indian railway.**

On the 21st February, a breach took place at mile 272-16, between Mandya and Southern Mahratta rail- Yeliyur stations, the bank behind the south abutment way. of the temporary bridge, for nearly 27 feet, being washed away. Through communication was restored the following morning.

On the 2nd May, the line was breached by floods at miles 234-19 and 234-20, between Bidadi and Closepet stations. Communication was restored the following day.

Railway staff.

64. The following table shows the number of servants employed of the different races, European, Eurasian and Native :

Railway staff.
App. 39.

Year.	Europeans.	Eurasians.	Natives.	Total.
1897 .	4,793	6,902	284,800	296,495
1898 .	4,967	6,936	296,700	308,603
1899 .	5,292	7,393	329,089	341,774
1900 .	5,229	7,364	337,383	349,976.
1901 .	5,489	8,182	356,766	370,437

65. Of the Europeans and Eurasians, the following number were enrolled as Volunteers :

Volunteer force.
App. 40.

Year.	Sergeant Instructors furnished by the Army.	ENROLLED STRENGTH OF VOLUNTEERS.					Total No. of European and Eurasian employees on railways.
		EFFICIENTS.			Non-Effi- cients.	Total number of employees enrolled as Volunteers,	
		Officers.	Non-Commis- sioned Officers.	Volunteers.			
1897 .	115	398	1,336	10,000	296	12,030*	11,695
1898 .	116	375	1,362	9,498	270	11,505*	11,903
1899 .	123	395	1,460	9,958	152	11,965*	12,685
1900 .	122	389	1,406	10,068	175	12,038*	12,593
1901 .	120	393	1,345	9,638	300	11,676	13,671

66. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

Police force.
App. 41.

Owing to famine during 1900, there was a large increase in the number of thefts with a consequent increase in the claims for compensation, many of which were not satisfied till the following year, thus swelling the payments under this head in 1901.

67. There is a Provident Fund, in connection with every railway in India the object of which is to make some provision for employees against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employee. Every monthly paid employee, who is neither pension-able nor a menial servant, is obliged to be a member of this fund and is required to

Provident Fund
App. 39.

* These figures include non-railway employees enrolled in Railway Corps.

Railway staff.

subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions, and a second contribution, if the earnings permit of this being done, not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the double contribution is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1901 to nearly 378 lakhs of rupees, the bonus paid by railways amounting to nearly 87 lakhs.

Fine Fund,
App. 42.

68. Fines inflicted on, and bonus contributions to the Provident Fund forfeited by, employees are not credited to the revenues of the railway, but to what is known as the Fine Fund. The amounts thus withheld are shown in Appendix No. 42. On most of the railways the money goes back again to the employees in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

Schools,
App. 43.

69. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employees. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employees is not large enough to justify the provision of a railway school, and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

The number attending school amounted, at the close of 1901, to 5,377 children and 3,581 apprentices and workmen, the contributions by Government amounting to Rs. 35,601; by the railways to Rs. 1,34,447; and by fees to Rs. 1,33,971.

The assistance thus given to employees is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;

A. BRERETON,

Dated 30th April 1902.

Secretary to the Government of India,

Public Works Department,

Railways.

APPENDICES
of
MILEAGE AND CAPITAL OUTLAY.

Appendix I.
List of Railways.

APPENDIX I.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in foreign territory.
Main.	Sub.					State railway.	Company.					Native state itself.		Company.	State railway.
		A.											
9	(i)	Ahmedabad-Parántij	Bombay, Baroda and Central India Ry. Co.	1-5-97	3' 3½"	...	...	...	54.70	...	...	...	...
8	(c)	Amráoti	Great Indian Peninsula Ry. Co.	16-2-71	5' 6"	...	...	...	...	...	5.72	...	...
14	(a)	Assam-Bengal	Assam-Bengal Ry. Co..	1-7-95	3' 3½"	...	589.21	...	...	...	...	...	...
		B.											
26	(a)	Bársi Light	Bársi Light Ry. Co. .	1-3-97	2' 6"	...	...	...	21.59	...	...	...	...
16	(a)	Bengal and North-Western (Company's section).	Bengal and North-Western Ry. Co.	2-4-84	3' 3½"	...	...	...	743.00	...	...	...	...
3	(a)	Bengal Central	Bengal Central Ry. Co.	16-10-82	5' 6"	...	125.01*	...	...	...	...	...	...
12	(a)	Bengal Dooars	Bengal Dooars Ry. Co.	15-1-93	3' 3½"	...	...	...	36.40	...	...	...	...
13	(b)	Bengal Dooars extensions	Bengal Dooars Ry. Co.	20-4-00	3' 3½"	...	...	...	74.80	...	...	...	...
4	(a)	Bengal-Nágpur	Bengal-Nágpur Ry. Co.	2-11-86	5' 6"	...	1,552.98	...	...	...	...	...	...
10	(b)	Bezwada extension	Nizam's Guaranteed State Ry. Co.	10-2-89	5' 6"	...	20.58	...	...	...	...	...	...
20	(a)	Bhávnagar-Gondal-Junágad-Forbandar.	Bhávnagar - Gondal-Junágad - Forbandar Ry. Co.	20-12-80	3' 3½"	...	...	...	...	333.64	...	...	...
8	(g)	{ Bhopal-Itársi (British section). Bhopal-Itársi (Native state section).	{ Great Indian Peninsula Ry. Co.	1-6-82	5' 6"	...	13.11	...	...	...	...	...	...
8	(f)	Bhopal-Ujjain	Great Indian Peninsula Ry. Co	11-11-95	5' 6"	...	...	...	...	...	44.28	...	...
18	(b)	Bikaner	Johpur-Bikaner Ry. .	9-12-91	3' 3½"	...	...	...	...	157.35	...	...	...
8	(e)	Bina-Gooná-Bárán	Great Indian Peninsula Ry. Co.	23-9-95	5' 6"	...	...	...	...	...	145.59	...	...
21	(e)	Birur-Shimoga	Southern Mabratta Ry. Co.	1-12-99	3' 3½"	...	...	...	...	...	37.92	...	...
9	(a)	Bombay, Baroda and Central India.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5' 6"	...	...	460.90	...	...	...	...	...
2	(c)	Brahmaputra-Sultanpur .	Eastern Bengal State Ry.	1-4-99	3' 3½"	...	...	...	59.19	...	...	...	...
24	(a)	Burma	Burma Railways Co. .	2-5-77	3' 3½"	...	1,177.70	...	...	...	...	...	...
		C.											
5	(a)	Calcutta Port Commissioners'.	Calcutta Port Commissioners' Ry.	1-11-75	5' 6"	...	...	...	7.65	...	...	...	...
6	(c)	Cawnpore-Burhwál (metro gauge link).	Ondh and Rohilkhand State Ry.	24-11-96	3' 3½"	79.60	...	...	...	...	...	...	...
2	(e)	Cooch Behar	Eastern Bengal State Ry.	15-9-93	2' 6"	...	...	...	...	...	...	33.78	...
		D.											
7	(g)	Dandot Light	North Western State Ry.	5-7-89	2' 0"	6.18	...	...	...	...	...	...	...
30	(a)	Darjeeling-Himalayan .	Darjeeling-Himalayan Ry. Co.	23-8-80	2' 0"	...	...	...	51.00	...	...	...	...
1	(b)	Delhi-Umballa-Kalka .	East Indian Ry. Co. .	1-3-91	5' 6"	...	...	...	162.21	...	...	...	...
15	(a)	Deoghur	Deoghur Ry. Co. .	23-12-82	3' 3½"	...	...	...	4.79	...	...	...	...
Carried over .						85.78	3,478.59	460.90	1,214.86	491.19	346.78	33.78	...

* Although for convenience classed amongst State lines, this line is the property of the Bengal Central Railway Company.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							
Main.	Sub.					State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in foreign territory.
						State railway.	Company.			Native state itself.	Company.	State railway.	
		D.—concl'd.		Brought forward		65'78	3,478 59	460'90	1,214'86	491'19	346 78	33'78	..
20	(d)	Dhrángadrá . . .	Bháyvnagar-Gondal-Juná-gad-Forbandar Ry. Co.	1-6-98	3' 3½"	...	...	...	...	20'83	...	...	...
13	(a)	Dibru-Sadiya . . .	Dibru-Sadiya Ry. Co.	16-7-83	3' 3½"	...	...	...	77'50	...	...	...	...
		E.											
2	(a)	Eastern Bengal State— Southern and Eastern sections.	Eastern Bengal State Ry.	2-1-62	5' 6"	268'04	...	...	...	...	...	...	...
2	(b)	Northern and Behar sections. Kaunia-Dharila branch and Santrabari extension. Dacca section . . .		28-8-77	3' 3½"	458'59	...	...	...	...	...	...	...
				18-7-81	2' 6"	41'84	...	...	...	...	...	...	...
				4-1-85	3' 3½"	85'92	...	...	...	...	...	...	...
1	(a)	East Indian . . .	East Indian Ry. Co.	15-8-54	5' 6"	...	1,838'04	...	...	...	...	...	...
		G.											
9	(k)	Gackwar's Dabhoi . . .	Bombay, Baroda and Central India Ry. Co.	8-4-73	2' 6"	...	...	...	...	...	78'80	...	...
9	(h)	Gackwar's Mohsána . . .		21-3-87	3' 3½"	...	...	...	...	...	92 63	...	...
9	(f)	Godhra-Butlam-Nágda . . .		16-1-93	5' 6"	...	141'14	...	...	...	...	...	...
8	(a)	Great Indian Peninsula . . .	Great Indian Peninsula Ry. Co.	18-4-53	5' 6"	...	1,548'27	...	...	...	...	...	...
21	(c)	Guntakal-Mysore frontier	Southern Mahratta Ry. Co.	1-3-92	3' 3½"	...	119'50	...	...	...	...	...	...
8	(h)	Gwalior Light . . .	Great Indian Peninsula Ry. Co.	2-12-99	2' 0"	...	...	...	...	...	126'14	...	...
		H.											
6	(b)	Hardwar-Dehra . . .	Oudh and Rohilkhand State Ry.	1-3-00	5' 6"	...	...	...	32 04	...	...	...	...
21	(d)	Hindupur (Yesvantpur-Mysore frontier).	Southern Mahratta Ry. Co.	15-12-92	3' 3½"	...	...	...	...	...	51'35	...	...
31	(a)	Howrah-Amta . . .	Howrah-Amta Ry. Co.	1-7-97	2' 0"	...	...	...	28'69	...	...	...	...
32	(a)	Howrah-Sheakhala . . .	Howrah-Sheakhala Ry. Co.	2-8-97	2' 0"	...	...	...	19'75	...	...	...	...
10	(c)	Hyderabad-Códávári Valley.	Nizam's Guaranteed State Ry. Co.	21-10-99	3' 3½"	...	...	...	...	...	391'42	...	...
		I.											
8	(d)	Indian Midland . . .	Great Indian Peninsula Ry. Co.	10-1-78	5' 6"	...	796 25	...	...	...	...	...	...
				Carried over .		940'17	7,921'79	460'90	1,372'84	512'02	1,087'12	33'78	...

Appendix I.
List of Railways.

APPENDIX I—contd.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION No.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1901, UNDER SEVERAL HEADS OF CLASSIFICATION.							Lines in foreign territory.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			
Main.	Sub.					State railway.	Company.					Native state itself.	Company.	State railway.
		J.		Brought forward .		940'17	7,921'79	460'90	1,372'84	512'02	1,087'12	33'78	...
7	(d)	Jammu and Kashmir (Native state section).	North Western State Ry.	15-3-90	5' 6"	...	...	...	...	...	...	15'92	...
20	(b)	Jamnagar	Bhavnagar-Gondal-Junagad-Forbandar Ry. Co. {	8-4-97	3' 3½"	...	...	...	...	54'28	...	...	...
20	(c)	Jetalsar-Rajkot		12-4-93	3' 3½"	46'23
18	(a)	Jodhpur	Jodhpur-Bikaner Ry. .	24-6-82	3' 3½"	...	...	...	...	454'94	...	...	...
18	(c)	Jodhpur-Hyderabad (British section).	Jodhpur-Bikaner Ry. .	18-8-92	3' 3½"	...	123'98	...	...	...	...	...	...
33	(a)	Jorhat	Jorhat State Ry. . . .	15-12-84	2' 0"	30'25	...	...	...	...	...	...	...
		K.											
23	(c)	Karaikkal-Peralam . . .	South Indian Ry. Co. .	14-3-98	3' 3½"	...	...	...	...	...	...	...	14'65
8	(b)	Khamgaon	Great Indian Peninsula Ry. Co.	4-3-70	5' 6"	...	...	...	...	...	7'60	...	...
11	(c)	Kolar Gold-fields . . .	Madras Ry. Co.	1-6-94	5' 6"	...	...	...	...	...	9'88	...	...
21	(f)	Kolhapur	Southern Mahratta Ry. Co.	21-4-91	3' 3½"	...	...	...	...	...	29'27	...	...
		L.											
13	(b)	Ledo and Tikak-Margherita Colliery.	Dibru-Sadiya Ry. Co. .	17-2-84	3' 3½"	...	...	...	11'00	...	...	...	...
17	(b)	Lucknow-Bareilly . . .	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3½"	...	231'17	...	...	...	...	...	...
7	(c)	Ludhiana-Dhuri-Jakhal .	North Western State Ry.	10-4-01	5' 6"	...	...	...	...	...	...	78'66	...
		M.											
11	(a)	Madras	Madras Ry. Co.	1-7-56	5' 6"	...	...	873'17	...	...	...	...	...
11	(b)	Madras (North-East line)	Madras Ry. Co.	20-2-93	5' 6"	...	497'22	...	...	...	...	...	...
25	(a)	Morvi	Morvi Ry.	11-3-86	2' 6"	...	...	...	...	94'36	...	...	...
2	(d)	Mymensingh-Jamulpur-Jagannathganj.	Eastern Bengal State Ry.	15-10-98	3' 3½"	...	...	...	53'37	...	...	...	...
21	(g)	Mysore-Nanjangud . . .	Southern Mahratta Ry. Co.	1-12-91	3' 3½"	...	...	...	...	...	15'66	...	...
21	(b)	Mysore section (Southern Mahratta).	Southern Mahratta Ry. Co.	1-2-81	3' 3½"	...	296'36	...	...	...	...	...	...
		N.											
9	(c)	Nagda-Ujjain	Bombay, Baroda and Central India Ry. Co.	15-7-96	5' 6"	...	...	...	...	...	31'32	...	...
11	(d)	Nilgiri	Madras Ry. Co.	15-6-99	3' 3½"	...	...	...	16'90	...	...	...	...
10	(a)	Nizam's Guaranteed State	Nizam's Guaranteed State Ry. Co.	9-10-74	5' 6"	...	...	...	...	...	330'13	...	...
7	(a)	North Western State . .	North Western State Ry.	13-5-61	5' 6"	3,077'12	...	...	...	...	...	...	...
7	(f)	Nowshera-Durgai	North Western State Ry.	1-1-01	2' 6"	40'25	...	...	...	...	...	...	...
		O.											
6	(a)	Oudh and Rohilkhand State	Oudh and Rohilkhand State Ry.	22-12-62	5' 6"	1,037'53	...	...	...	...	...	...	...
				Carried over .		5,125'32	9,070'52	1,334'07	1,454'11	1,161'83	1,514'27	128'36	14'65

APPENDIX I—concl'd.

Appendix I.
List of Railways.

*List of Railways comprising
Railway System of India at the close of the Calendar year 1901,
alphabetically arranged,
with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

N.B.—For particulars of railways comprising each Railway Administration, see Appendix 2.

CLASSIFICATION NO.		Name of Railway.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1901 UNDER SEVERAL HEADS OF CLASSIFICATION.							
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Lines owned by Native states and worked by agency of			Lines in foreign territory.
Main.	Sub.					State railway.	Company.					Native state itself.		Company.	State railway.
		P.		Brought forward.		5,125'32	9,070'52	1,334'07	1,454'11	1,161'83	1,514'27	128'36	14'65
9	(j)	Pálanpur-Deesa . . .	Bombay, Baroda and Central India Ry. Co.	8-11-93	3' 3½"	...	17'28	...	...	...	...	...	...
4	(c)	Parlakimedi Light . . .	Bengal-Nággpur Ry. Co.	22-4-01	2' 6"	...	...	...	25'00	...	...	...	...
9	(d)	Petlád-Cambay (Ánand-Tarapur section).	Bombay, Baroda and Central India Ry. Co.	5-5-90	5' 6"	...	...	...	...	...	21'50	...	...
9	(e)	Petlád-Cambay (Tarapur-Cambay section).	Bombay, Baroda and Central India Ry. Co.	20-6-01	5' 6"	...	...	...	...	...	10'92	...	...
24	(d)	Pondicherry	South Indian Ry. Co. .	15-12-79	3' 3½"	...	...	...	...	...	...	...	7'85
17	(c)	Powayan Light	Rohilkund and Kumaon Ry. Co.	17-6-90	2' 6"	...	...	...	39'50	...	...	...	...
		R.											
4	(b)	Raipur-Dhamtari branch	Bengal-Nággpur Ry. Co.	10-9-00	2' 6"	...	56'24	...	...	...	...	...	...
9	(f)	Rajpipla	Bombay, Baroda and Central India Ry. Co.	1-7-97	2' 6"	...	...	...	...	...	37'37	...	...
7	(c)	Rájpura-Bhátinda . . .	North Western State Ry.	1-11-84	5' 6"	...	...	...	...	...	...	107'05	...
✓ 0	(g)	Rajputana-Malwa . . .	Bombay, Baroda and Central India Ry. Co.	14-2-73	3' 3½"	...	1,648'36	...	...	...	...	...	...
28	(a)	Ránaghat-Krishnagar . .	Ránaghat-Krishnagar Light Ry. Co.	5-4-99	2' 6"	...	...	...	20'25	...	...	...	...
17	(a)	Rohilkund and Kumaon	Rohilkund and Kumaon Ry. Co.	12-10-84	3' 3½"	...	...	...	53'02	...	...	...	...
		S.											
16	(c)	Sagauli-Raxaul	Bengal and North-Western Ry. Co.	1-3-99	3' 3½"	...	...	...	18'09	...	...	...	...
1	(c)	South Behar	East Indian Ry. Co. .	5-7-99	5' 6"	...	...	...	78'76	...	...	...	...
23	(a)	South Indian	South Indian Ry. Co. .	15-7-61	3' 3½"	...	1,033'63	...	...	...	...	...	...
21	(a)	Southern Mahratta . . .	Southern Mahratta Ry. Co.	24-3-84	3' 3½"	...	1,012'04	...	...	...	...	...	...
7	(b)	Southern Punjab . . .	North Western State Ry.	1-2-99	5' 6"	...	...	...	423'93	...	...	...	...
		T.											
23	(b)	Tanjore District Board (Máyyavaram-Mutapet).	South Indian Ry. Co. .	2-4-94	3' 3½"	...	54'08	...	...	...	...	...	...
9	(b)	Tápti Valley	Bombay, Baroda and Central India Ry. Co.	1-12-98	5' 6"	...	...	...	155'48	...	...	...	...
27	(a)	Tárakeshwar-Magra . . .	Bengal Provincial Ry. Co. -	7-11-94	2' 6"	...	...	...	31'12	...	...	...	...
1	(d)	Tarkessur	East Indian Ry. Co. .	1-1-85	5' 6"	...	...	...	22'23	...	...	...	...
29	(a)	Tezpur-Bálipara	Tezpur-Bálipara Ry. Co.	9-8-94	2' 6"	...	...	...	20'10	...	...	...	...
34	(a)	Thatón-Duyinzaik Light	Thatón-Duyinzaik Light Ry. Co.	11-2-85	2' 6"	...	...	...	7'76	...	...	...	...
16	(b)	Tirhoot State	Bengal and North-Western Ry. Co.	1-11-75	3' 3½"	...	519'10	...	...	...	...	...	...
		U.											
✓ 19	(a)	Udaipur-Chitor	Udaipur-Chitor Ry. .	1-8-95	3' 3½"	...	...	...	...	67'30	...	...	...
		W.											
22	(a)	West of India Portuguese	West of India Portuguese Ry. Co.	17-1-87	3' 3½"	...	...	...	...	...	...	...	51'11
Total railway mileage open in India and Burma on the 31st December 1901						5,125'32	13,441'25	1,334'07	2,350'25	1,229'13	1,584'06	235'41	73'61

Appendix 2.
Railway systems.

APPENDIX 2.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
1	(a)	East Indian (E. I.)	East Indian . . .	*1,838·04					2,101·27
	(b)		Delhi-Umballa-Kalka . .	162·24	...	...	...		
	(c)		South-Bihar . . .	78·76	...	...	...		
	(d)		Tarkessur . . .	22·23	...	...	...	2,101·27	...	...	...
2	(a)	Eastern Bengal State (E. B. S.)	Eastern Bengal State . .	†268·04					1,060·73
	(b)		Eastern Bengal State . .	...	511·51	41·81	...				
	(c)		Brahmaputra-Sultanpur . .	...	59·19	...	...			
	(d)		Mymensingh-Jamálpur-Jagannathganj.	...	53·37	...	...			
	(e)		Cooch Behar . . .	...	...	33·78	...	268·04	657·07	75·62	...
3	(a)	Bengal Central (B. C.)	Bengal Central . . .	125·01	125·01	125·01
4	(a)	Bengal-Nággpur (B. N.)	Bengal-Nággpur . . .	†1,552·98					1,634·22
	(b)		Raipur-Dhamtari . . .	...	...	56·24	...				
	(c)		Parlakimedi Light . . .	...	...	25·00	...	1,552·98	...	81·24	...
5	(a)	Calcutta Port Commissioners' (P. T.)	Calcutta Port Commissioners'.	§7·65	7·65	7·65
6	(a)	Oudh and Rohilkhand State (O. & R.)	Oudh and Rohilkhand State	1,037·53					1,149·17
	(b)		Hardwar-Dehra . . .	32·04	...	...	...		
	(c)		Cawnpore-Burhwal (metre gauge link).	...	||79·60	...	...	1,069·57	79·60	...	...
7	(a)	North Western State (N. W.)	North Western State . .	***†† 3,077·12					3,749·11
	(b)		Southern Punjab . . .	423·93	...	...	..		
	(c)		Rájpura-Bhátinda . . .	107·05	...	...	...		
	(d)		Jammu and Kashmir (Native state section).	15·92	...	...	...		
	(e)		Ludhiána-Dhuri-Jakhal . .	78·66	...	...	...		
	(f)		Nowshera-Durgai . . .	...	...	40·25	...				
	(g)		Dandot Light . . .	...	...	...	6·18	3,702·08	...	40·25	6·18
				Carried over				8,827·20	736·67	197·11	6·18	9,767·16

* From Howrah to Moghal Sarai, 470·02 miles, the Hooghly bridge branch, 4·22 miles, and Sitarampur to Barakar, 9·76 miles, are laid with double track.

† From Calcutta to Poradaha, 102·47 miles, Canal Junction to Chitpore, 1·68 miles, and Calcutta (Scaldah) to Dock Junction, 7·86 miles, are laid with double track.

‡ Including 16·75 miles laid with double track.

§ Including 1·49 miles laid with double track.

|| Excluding 3·66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

*** Including 5·63 miles military lines not used for public traffic and 26·28 miles of mixed gauge mileage between Bhátinda and Kot Kapura.

†† From Kiamiri to Kotri, 103·00 miles, Mean Meer East to Mean Meer West, 2·13 miles, Gulistan to Chaman, 26·82 miles, and Ab-i-Gum to Kolpur, 23·54 miles, are laid with double track.

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31st DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward .				8,827·20	736·67	197·11	6 18	9,767·16
8	(a)	Great Indian Peninsula (G. I. P.)	Great Indian Peninsula	*1,548·27	...	...	...		
	(b)		Khámgaon	7·89	...	...	...		
	(c)		Amráoti	5·72	...	...	...		
	(d)		Indian Midland (I. M.)	796·25	...	...	...		
	(e)		Bina-Gooná-Bárán	145·59	...	...	...		
	(f)		Bhopal-Ujjain	113·27	...	...	...		
	(g)		Bhopal-Itársi	57·39	...	...	...		
	(h)		Gwalior Light . . . . .	...	...	...	126 14	2,674·38	...	...	126·14	2,806·52
9	(a)	Bombay, Baroda and Central India (B., B. & C. I.)	Bombay, Baroda and Central India.	†460·90	...	...	...		
	(b)		Tápti Valley	155·48	...	...	...		
	(c)		Nágdá-Ujjain	34·32	...	...	...		
	(d)		Petlád-Cambay (Anand-Tarapur section).	21·50	...	...	...		
	(e)		Petlád-Cambay (Tarapur-Cambay section).	10 92	...	...	...		
	(f)		Godhra-Rutlam-Nágdá	141·14	...	...	...		
	(g)		Rajputana-Malwa (R. M.) . . . . .	...	1,648·36	...	...			
	(h)		Gackwar's Mehsána . . . . .	...	92·63	...	...			
	(i)		Ahmedabad-Parántij . . . . .	...	54·70	...	...			
	(j)		Pálanpur-Deesa . . . . .	...	17·28	...	...			
	(k)		Gackwar's Dabhoi . . . . .	...	...	78·60	...					
	(l)		Rajpipla . . . . .	...	...	37·37	...	824 26	1,812·97	116·17	...	2,753·40
10	(a)	H. H. Nizam's Guaranteed State (N. G. S.)	H. H. Nizam's Guaranteed State.	330·13	...	...	...		
	(b)		Bezwada extension	20 58	...	...	...		
	(c)		Hyderabad-Gódávari Valley . . . . .	...	391·42	...	...	350·71	391·42	...	...	742·13
11	(a)	Madras (M.)	Madras . . . . .	||873·17	...	...	...		
	(b)		Madras (North-East line)	†497·22	...	...	...		
	(c)		Kolar Gold-fields	9·88	...	...	...		
	(d)		Nilgiri (N.) . . . . .	...	16 90	...	...	1,330·27	16·90	...	...	1,397·17
12	(a)	Bengal-Dooars (B. D.)	Bengal-Dooars . . . . .	...	36·40	...	...			
	(b)		Bengal-Dooars extensions . . . . .	...	74·30	...	...	...	110·70	...	...	110·70
13	(a)	Dibru-Sadiya (D. S.)	Dibru-Sadiya . . . . .	...	77·50	...	...			
	(b)		Ledo and Tikak-Margherita Colliery . . . . .	...	11·00	...	...	...	88·50	...	...	88·50
				Carried over .				14,056·82	3,157·16	313·28	132·32	17,659·58

* From Bombay (Victoria terminus) to Khandwa, 353·14 miles, Kalyan to Lonávla, 45·42 miles, and Bhúsával to Shogaon, 62·37 miles, are laid with double track.

† From Bombay (Colába) to Daman Road, 103·3½ miles, and Sachin to Ahmedabad, 94·22 miles, are laid with double track.

‡ Including 28·28 miles of mixed-gauge mileage between Bhátinda and Kot Jákúra.

§ From Agra Fort to Agra Cantonment, 1·14 miles, are laid with double track.

|| From Madras to Arkónam, 42·42 miles, and Washermenpet to Veyararpaudy, 1 mile, are laid with double track.

¶ Including 2·66 miles laid on a mixed gauge and 0·31 mile on the 3' 3½" gauge and 4·24 miles laid with double track.

Appendix 2.
Railway systems.

APPENDIX 2—*contd.*

Railways worked by each Railway Administration at the close of the Calendar year 1901.

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31ST DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION.				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				14,056·82	3,157·16	313·28	132·32	17,659·38
14	(a)	Assam-Bengal (A. B.)	Assam-Bengal . . .	...	589·21	...	...	...	589·21	...	...	589·21
15	(a)	Deoghur (D.)	Deoghur . . .	...	4·79	...	...	...	4·79	...	...	4·79
16	(a)	Bengal and North-Western (B. & N. W.)	Bengal and North-Western	...	743·00	...	...			
	(b)		Tirhoot State . . .	...	519·10	...	...			
	(c)		Sagauli-Raxaul . . .	...	18·09	...	...	...	1,280·19	...	...	1,280·19
17	(a)	Rohilkund and Kumaon (R. & K.)	Rohilkund and Kumaon . . .	...	53·92	...	...			
	(b)		Lucknow-Bareilly . . .	...	231·17	...	...			
	(c)		Powayan Light . . .	...	...	39·50	...	...	285·09	39·50	...	324·59
18	(a)	Jodhpur-Bikaner (J. B.)	Jodhpur State . . .	...	454·94	...	...			
	(b)		Bikaner State . . .	...	157·35	...	...			
	(c)		Jodhpur-Hyderabad (British section).	...	123·98	...	...	...	736·27	...	...	736·27
19	(a)	Udaipur-Chitor (U. C.)	Udaipur-Chitor . . .	...	67·30	...	...	...	67·30	...	...	67·30
20	(a)	Bhavnagar-Gondal-Junagad- Porbandar (B. G. J. P.)	Bhavnagar-Gondal-Junagad- Porbandar.	...	333·84	...	...			
	(b)		Jamnagar . . .	...	51·28	...	...			
	(c)		Jetalsar-Rajkot . . .	...	46·23	...	...			
	(d)		Dhrangadra . . .	...	20·83	...	...	...	455·18	...	...	455·18
21	(a)	Southern Mahratta (S. M.)	Southern Mahratta . . .	...	1,042·04	...	...			
	(b)		Mysore section (Southern Mahratta).	...	296·36	...	...			
	(c)		Guntakul-Mysore frontier . . .	...	119·50	...	...			
	(d)		Hindupur (Yesvantpur-Mysore frontier).	...	51·35	...	...			
	(e)		Birur-Shimoga . . .	...	37·92	...	...			
	(f)		Kolhapur . . .	...	29·27	...	...			
	(g)		Mysore-Nanjangud . . .	...	15·66	...	...	...	1,592·10	...	...	1,592·10
22	(a)	West of India Portuguese (W. I. P.)	West of India Portuguese . . .	...	51·11	...	...	...	51·11	...	...	51·11
				Carried over				14,056·82	8,218·40	352·78	132·32	22,760·32

* Including 4·87 miles of dock estate and quarry lines.

† Including 3·99 miles of dock estate lines.

APPENDIX 2—concl'd.

Appendix 2.
Railway systems.*Railways worked by each Railway Administration at the close of the Calendar year 1901.*

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

CLASSIFICATION NO.		Railway administration by which worked.	Name of railway.	LENGTH OF LINE OPEN ON 31ST DECEMBER 1901.				TOTAL OF EACH GAUGE UNDER THE ADMINISTRATION				Grand total mileage of railways worked by the administration.
Main.	Sub.			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"	
				Brought forward				14,056·82	8,218·40	352·78	132·32	22,760·32
23	(a)	South Indian (S. I.)	South Indian . . .	...	1,033·63	...	...	...	
	(b)		Tanjore District Board (Mánavaram-Mutupet).	...	54·08	...	...	...	
	(c)		Káráikkal-Peralam . .	...	14·65	...	...	...	
	(d)		Pondicherry . . .	...	7·85	...	...	...	1,110·21	...	...	1,110·21
24	(a)	Burma (B.) . . .	Burma . . . . .	...	1,177·70	...	...	...	1,177·70	...	...	1,177·70
25	(a)	Morvi (M. B. W.) .	Morvi . . . . .	...	...	94·36	...	...	...	94·36	...	94·36
26	(a)	Bársi Light (B. L.) .	Bársi Light . . . .	...	...	21·59	...	...	...	21·59	...	21·59
27	(a)	Tárakeshwar-Magra (B. P.).	Tárakeshwar-Magra . .	...	...	31·12	...	...	...	31·12	...	31·12
28	(a)	Ránaghat-Krishnagar (R. K. L.)	Ránaghat-Krishnagar .	...	...	20·25	...	...	...	20·25	...	20·25
29	(a)	Tezpur-Bálipára (T. B.)	Tezpur-Bálipára . . .	...	...	20·10	...	...	...	20·10	...	20·10
30	(a)	Darjeeling-Himalayan (D. H.)	Darjeeling-Himalayan .	...	...	...	51·00	...	...	...	51·00	51·00
31	(a)	Howrah-Amta (H. A.) .	Howrah-Amta . . . .	...	...	...	28·69	...	...	...	28·69	28·69
32	(a)	Howrah-Sheakhala (H. S.)	Howrah-Sheakhala . .	...	...	...	19·75	...	...	...	19·75	19·75
33	(a)	Jorhát (J)	Jorhat . . . . .	...	...	...	30·25	...	...	...	30·25	30·25
34	(a)	Thatón-Duyínzáik (T. D.)	Thatón-Duyínzáik . .	...	...	7·76	...	...	...	7·76	...	7·76
Total railway mileage open in India and Burma on the 31st December 1901								14,056·82	10,506·31	547·96	262·01	25,373·10

* From Rangoon to Insein, 9·00 miles, Myohaung to Mandalay, 2·45 miles, and Nahakaung to Naba, 0·55 mile, are laid with double track.

Appendix 3.
Additions to mileage.

APPENDIX 3.

*Mileage added to the Railway System of India
during the Calendar year 1901.*

Note.—The additions shown in this statement are included in the figures shown in Appendices 1 and 2.
(Referred to in paragraph 6 of Report.)

CLASSIFICATION No.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1901.	Date of opening for traffic.	ADDITIONS IN MILES MADE TO OPEN MILEAGE DURING 1901.					
						Length.			Total mileage added to railway administration.		
Main.	Sub.					5' 6"	3' 3 3/4"	2' 6"	5' 6"	3' 3 3/4"	2' 6"
2	(b)	Eastern Bengal State.	Eastern Bengal State.	{ Teesta to Kaunia Katihār District Raja Bhat Khawa to Jainti	{ 1st April 8th March 1st February	{	{ 4' 42" 0' 69" ...	{ 0' 57" ... 9' 18"	{ 5' 11"	{ 9' 75"	
4	(a)	Bengal-Nággpur	{ Bengal-Nággpur	{ Santragachi to Shalimar Right Bank of the Cossye River to Midnapore.	{ 15th March 8th June	{ 3' 00" 2' 25"	{	{	{	{	
	(c)		{ Parlakimedi	Naupada to Parlakimedi	22nd April . . . . .	...	...	25' 00"	5' 25"	...	25' 00"
7	(a)	North Western State.	{ North Western State.	{ Pe hāwar Cantonment to Jamrud Hyderabad (Sind) to Rahoki	{ 1st January 28th March	{ 11' 04" 6' 04"	{	{	{	{	
	(e)		{ Ludhiāna-Dhuri-Jakhal.	Ludhiāna-Dhuri-Jakhal	10th April	78' 66"	...	...	...	...
	(f)		{ Nowshera-Durgai.	Nowshera to Durgai	1st January . . . . .	...	...	40' 25"	95' 74"	...	40' 25"
9	(d)	Bombay, Baroda and Central India.	{ Petlād-Cambay (Anand Tarapur section).	Petlād to Tarapur	20th June	8' 15"	...	...	...	...
	(e)		{ Petlād-Cambay (Tarapur-Cambay section).	Tarapur to Cambay	20th June	10' 92"	...	...	19' 07"	...	...
11	(a)	Madras	Madras	Calicut to Badagara	1st October	28' 75"	...	...	28' 75"	...	...
12	(b)	Bengal Doars	Bengal Doars extensions.	{ Mal to Chalsa Dam Dim to Oodlabari (Manabari).	{ 1st April 4th May	{	{ 5' 20" 3 30"	{	{ ... 8' 50"	{	
13	(b)	Dibru-Sadiya	Ledo and Tikak-Margherita	Margherita to Namdang	1st January . . . . .	...	3' 00"	...	...	3' 00"	...
14	(a)	Assam-Bengal	Assam-Bengal	{ Lumding to Nazira Nazira to Lakhwa	{ 1st January 15th November	{	{ 142' 20" 10' 75"	{	{ ... 152' 95"	{	
16	(b)	Bengal and North Western.	Tirhoot	{ Thana Bihpur to Kursela Kursela to Katihār Thanah Bihpur to Barari Ghat	{ 1st February 7th March 16th December	{	{ 21' 25" 23' 75" 11' 36"	{	{ ... 56' 36"	{	
18	(b)	Jodhpur-Bikaner.	Jodhpur-Bikaner (Bikaner section).	Dulmera to Suratgarh	1st January . . . . .	...	71' 85"	...	...	71' 85"	...
23	(a)	South Indian	South Indian	New Beach line	1st February . . . . .	...	0' 59"	...	...	0' 59"	...
24	(a)	Burma	Burma	Nawngkhio to Hsipaw	1st June . . . . .	...	53' 70"	...	...	53' 70"	...
Total mileage added in 1901									148' 81"	352' 06"	75' 00"

Appendix 4.
Mileage open yearly.

APPEN

Railway mileage open for traffic year by year under each railway

(Referred to in para

N.B.—A reference to Appendix 2 will furnish the key

CLASS : No.	1	2	3	4	5	6	7	8		9	
Calendar Year.	E. I.	E. B. S.	B. C.	B. N.	E. C.	P. T.	O. & R.	N. W.	G. I. P. (a) to (c).	I. M. (d) to (h).	3., B. & C. I.
1853	...	...	...	...	...	...	...	...	20	...	...
1854	38	...	...	...	...	...	...	...	33	...	...
1855	120	...	...	...	...	...	...	...	49	...	...
1856	120	...	...	...	...	...	...	...	87	...	...
1857	120	...	...	...	...	...	...	...	87	...	...
1858	139	...	...	...	...	...	...	...	193	...	...
1859	286	...	...	...	...	...	...	...	244	...	...
1860	370	...	...	...	...	...	...	...	297	...	35
1861	561	...	...	...	...	...	...	110	438	...	131
1862	877	123	...	...	...	...	...	142	495	...	167
1863	960	136	...	...	...	...	...	142	555	...	185
1864	1,131	140	...	...	...	...	...	142	588	...	306
1865	1,155	140	...	...	...	...	...	350	704	...	306
1866	1,155	140	...	...	...	...	...	350	825	...	306
1867	1,180	140	...	...	...	...	42	403	855	...	306
1868	1,380	140	...	...	...	...	42	403	876	...	307
1869	1,380	140	...	...	...	...	42	621	876	...	307
1870	1,380	140	...	...	...	...	42	663	1,269	...	312
1871	1,530	185	...	...	...	...	42	663	1,290	...	350
1872	1,530	185	...	...	...	...	293	663	1,295	...	389
1873	1,530	187	...	...	...	...	450	663	1,295	...	524
1874	1,530	187	...	...	...	...	540	663	1,313	...	777
1875	1,530	187	...	...	...	2	544	725	1,336	...	917
1876	1,530	187	...	...	...	2	544	767	1,341	...	996
1877	1,530	321	...	...	...	2	544	767	1,341	...	1,001
1878	1,530	419	...	...	...	4	547	1,268	1,487	34	1,098
1879	1,588	430	...	...	...	4	547	1,268	1,494	66	1,237
1880	1,600	430	...	53	...	4	547	1,541	1,494	66	1,412
1881	1,600	454	...	98	...	4	547	1,671	1,494	75	1,760
1882	1,603	483	20	149	...	4	547	1,732	1,494	86	1,775
1883	1,605	504	52	149	...	4	548	1,759	1,494	86	1,866
1884	1,605	519	125	149	...	4	595	1,866	1,494	132	2,123
1885	1,633	606	125	149	...	4	607	1,873	1,494	132	2,187
1886	1,633	607	125	186	...	4	686	1,873	1,493	174	2,188
1887	1,632	645	125	186	...	6	692	2,414	1,493	173	2,204
1888	1,632	672	125	225	...	6	692	2,458	1,493	268	2,213
1889	1,632	746	125	348	...	6	692	2,541	1,493	734	2,219
1890	1,632	764	125	584	...	6	692	2,567	1,493	734	2,226
1891	1,794	777	125	831	...	6	692	2,482	1,492	734	2,313
1892	1,794	812	125	831	...	6	692	2,612	1,490	734	2,313
1893	1,797	834	125	862	174	6	741	2,613	1,490	734	2,355
1894	1,848	835	125	861	354	6	796	2,615	1,490	734	2,445
1895	1,854	836	125	861	427	8	797	2,666	1,490	922	2,445
1896	1,854	837	125	861	512	8	847	2,903	1,491	922	2,505
1897	1,889	840	125	861	547	8	892	3,400	1,491	922	2,583
1898	1,897	883	125	1,067	727	8	1,030	3,405	1,491	970	2,621
1899	1,974	944	125	1,190	803	8	1,030	3,556	1,491	1,238	2,758
1900	2,104	989	125	1,293	808	8	1,149	3,614	1,561	1,239	2,764
1901	2,101	1,001	125	1,634	*	8	1,149	3,749	1,562	1,239	2,753

* Transferred partly to the Bengal-Nagpur railway and part

DIX 4.

Appendix 4.
Mileage open yearly.

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.)

to the code letters used to express railway systems.

10	11	12	13	14	15	16	17	18	19	20	CLASS : No.
N. G. S.	M.	B. D.	D. S.	A. B.	D.	B. & N. W.	R & K.	J. B.	U. C.	B. G. J. P.	Calendar Year.
...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	1855
...	65	...	...	...	...	...	...	...	...	...	1856
...	80	...	...	...	...	...	...	...	...	...	1857
...	95	...	...	...	...	...	...	...	...	...	1858
...	95	...	...	...	...	...	...	...	...	...	1859
...	136	...	...	...	...	...	...	...	...	...	1860
...	296	...	...	...	...	...	...	...	...	...	1861
...	447	...	...	...	...	...	...	...	...	...	1862
...	447	...	...	...	...	...	...	...	...	...	1863
...	569	...	...	...	...	...	...	...	...	...	1864
...	609	...	...	...	...	...	...	...	...	...	1865
...	643	...	...	...	...	...	...	...	...	...	1866
...	643	...	...	...	...	...	...	...	...	...	1867
...	670	...	...	...	...	...	...	...	...	...	1868
...	705	...	...	...	...	...	...	...	...	...	1869
...	781	...	...	...	...	...	...	...	...	...	1870
...	830	...	...	...	...	...	...	...	...	...	1871
...	830	...	...	...	...	...	...	...	...	...	1872
...	858	...	...	...	...	...	...	...	...	...	1873
121	858	...	...	...	...	53	...	...	...	...	1874
121	858	...	...	...	...	43	...	...	...	...	1875
121	858	...	...	...	...	43	...	...	...	...	1876
121	858	...	...	...	...	78	...	...	...	...	1877
121	858	...	...	...	...	85	...	...	...	...	1878
121	858	...	...	...	...	85	...	...	...	...	1879
121	858	...	...	...	...	85	...	...	...	105	1880
121	858	...	...	...	...	85	...	...	...	192	1881
121	861	...	15	...	4	85	...	18	...	192	1882
121	861	...	38	...	5	193	...	18	...	193	1883
121	861	...	69	...	5	301	90	44	...	193	1884
121	861	...	77	...	4	529	90	64	...	193	1885
204	859	...	77	...	5	622	146	64	...	193	1886
205	827	...	77	...	5	635	196	124	...	193	1887
305	838	...	77	...	5	649	195	124	...	209	1888
351	839	...	77	...	5	649	195	124	...	332	1889
354	839	...	77	...	5	699	212	124	...	333	1890
351	839	...	77	...	5	739	283	201	...	333	1891
354	839	...	77	...	5	756	283	364	...	333	1892
445	839	32	77	...	5	756	307	364	...	380	1893
353	849	36	77	...	5	756	324	364	...	380	1894
353	849	36	77	120	5	756	324	364	60	380	1895
353	849	36	77	286	5	820	324	364	60	380	1896
353	849	36	87	361	5	827	324	364	60	434	1897
351	849	36	85	379	5	928	324	406	61	455	1898
505	870	36	85	432	5	1,103	324	475	67	455	1899
739	871	102	85	436	5	1,224	324	609	67	455	1900
742	1,397	111	88	569	5	1,280	324	736	67	455	1901

to the Madras railway on the 1st January 1901.

administration and during the Viceroyalty of each Governor General.

graph 7 of Report.)

to the code letters used to express railway systems.

31	32	33	34	Total actual mileage opened during the year.	Deduct correc- tions, aban- don- ments, etc., of mileage.	Net mileage open during the year.	Total mileage open for traffic at close of the year.	Viceroy.	CLASS: No.
H. A.	H. S.	J.	T. D.						CALEN- DAR YEAR.
...	20	...	20	20	} Marquis of Dalhousie	{ 1853 1854 1855
...	50	+1	51	71		
...	99	-1	98	169		
...	103	...	103	272	} Earl Canning	{ 1856 1857 1858 1859 1860 1861
...	15	...	15	287		
...	140	...	140	427		
...	198	...	198	625		
...	212	+1	213	838		
...	748	+1	749	1,587		
...	746	...	746	2,333	} Earl of Elgin	{ 1862 1863
...	174	...	174	2,507		
...	451	...	451	2,958	} Lord Lawrence	{ 1864 1865 1866 1867 1868
...	405	...	405	3,363		
...	200	...	200	3,563		
...	367	-1	366	3,929		
...	78	+1	79	4,008		
...	248	-1	247	4,255	} Earl of Mayo	{ 1869 1870 1871
...	516	...	516	4,771		
...	302	+1	303	5,074		
...	303	-8	295	5,369	} Lord Northbrook	{ 1872 1873 1874 1875
...	327	+1	328	5,697		
...	477	+52	529	6,226		
...	368	-51	317	6,543		
...	319	...	319	6,862	} Lord Lytton	{ 1876 1877 1878 1879 1880
...	460	...	460	7,322		
...	900	+1	901	8,223		
...	289	+6	275	8,498		
...	668	...	668	9,166		
...	728	...	728	9,894	} Marquis of Ripon	{ 1881 1882 1883 1884
...	252	+7	259	10,153		
...	359	-50	309	10,462		
...	...	12	...	1,180	-17	1,173	11,635		
...	...	29	8	651	+1	652	12,287	} Earl of Dufferin and Ava	{ 1885 1886 1887 1888
...	...	27	8	643	-34	609	12,896		
...	...	31	8	1,214	-1	1,213	14,109		
...	...	31	8	482	-9	473	14,582		
...	...	28	8	1,326	-15	1,311	15,893	} Marquis of Lansdowne	{ 1889 1890 1891 1892 1893
...	...	28	8	515	-1	514	16,407		
...	...	28	8	997	-90	907	17,314		
...	...	28	8	577	+3	580	17,894		
...	...	28	8	616	...	616	18,510		
...	...	28	8	409	-13	396	18,906	} Earl of Elgin	{ 1894 1895 1896 1897 1898
...	...	28	8	659	-10	649	19,555		
...	...	28	8	706	+1	707	20,262		
14	17	28	8	845	+16	861	21,123		
28	19	28	8	898	+27	925	22,048		
29	20	28	8	1,484	-4	1,480	23,528	} Lord Curzon	{ 1899 1900 1901
29	20	30	8	1,237	-5	1,232	24,760		
29	20	30	8	576	+37	613	25,373		

25th March 1900, and subsequently abandoned.

Appendix 5.

Miles in construction.

APPENDIX 5.

Mileage under construction or sanctioned at the close of the Calendar year 1901.

(Referred to in paragraph 9 of Report.)

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION No.		Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.					
						5' 6"	3' 33"	2' 6"	2' 0"	5' 6"	3' 33"	2' 6"	2' 0"		
1	(a)	East Indian	East Indian	Barun to Dalton-ganj (including the colliery branch).	16th May 1897.	78'32	...	...	...					Work commenced.
				Sitarampur to Domohani.	13th January 1899.	6'99	...	...	...					Work commenced.
				Katrasgarh to Khanocdi.	1st November 1901.	7'80	...	...	...					Work commenced.
				Jheriah to Dhanbaid.	1st November 1901.	3'75	...	...	...					Work commenced.
				Tasra siding .	1st November 1901.	1'75	...	...	...					Work commenced.
				Northern half of the Mulkeera-Katrasgarh cross connection.	1st November 1901.	0'71	...	...	...					Work commenced.
	(e)	Kalka-Simla	Kalka to Simla	29th June 1898.	...	...	60'00	...	99'32	...	60'00	...	Work commenced.	
				12th December 1899.	6'00	...	...	...					Almost completed.	
	2	(a)	Eastern Bengal State.	Eastern Bengal State.	Panchooria to the Ganges Extension to Chit-pore Terminus.	26th March 1901.	1'66	...	...	...				Work commenced.
		Meghalhat to Dhubri.			13th September 1899.	...	38'53	...	...	7'65	38'83	...	...	Portion since opened.
4	(a)	Bengal-Nágpur.	Bengal-Nágpur.	Midnapore to Bujudih	1st June 1899	114'77	...	...	...					Work commenced.
				Ramkanali to Noddeha in the Chowrasse coal-fields.	17th July 1901	9'48	...	...	...					Work commenced.
				Bujudih to Hari-harpur.	1st November 1901.	27'90	...	...	...					Work commenced.
				B u j u d i h to Parthadihi.	1st November 1901.	1'45	...	...	...					Work commenced.
				Bujudih to Mhoda including the Bhaga connection.	1st November 1901.	21'36	...	...	...					Work commenced.
				Bhowra siding .	1st November 1901.	1'50	...	...	...					Work commenced.
				Southern half of the Mulkeera-Katrasgarh cross connection.	1st November 1901.	0'71	...	...	...					Work commenced.
				Hooghly foreshore to Kidderpore Docks.	...	0'60	...	...	...					Work commenced.
				Jubbulpore to Gondia.	23rd January 1901.	...	...	143'43	...					Work commenced.
				Neinpur to Mandla	23rd January 1901.	...	...	21'75	...					Work commenced.
6	(d)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Neinpur to Chindwara.	23rd January 1901.	...	...	87'49	...	177'77	...	252'67	...	Work commenced.
				Allahabad to Fyzabad.	8th November 1901.	94'67	...	...	...	94'67	...	...	...	Not commenced.
7	(a)	North Western State.	North Western State.	Jech Doab line-Malakwal to the Karana hills.	27th Novem-ber 1901.	51'40	...	...	...					Work commenced.
	Delhi Brewery to Delhi.			21st August 1895.	0'79	...	...	...					Not commenced.	
8	(h)	Great Indian Peninsula.	Gwalior Light	Khusilgarh-Kohat-Thal.	31st October 1900.	...	...	02'20	...	52'19	...	92'20	...	Work commenced.
	Gwalior to Sabulgarh.			2nd October 1901.	...	...	...	56'82	...	...	...	56'82	Not commenced.	
9	(m)	Bombay, Baroda and Central India.	Jaipur .	Sanganer to Siwai Madhopur.	2nd December 1897.	...	72'85	...	...					Work commenced, but stopped for want of funds.
	(n)			Vijapur-Kalol-Kadi.	Vijapur to Kalol	23rd May 1899.	...	27'60					Work commenced.
					Kalol to Kadi .	15th August 1901.	...	12'20					Work commenced.
11	(v)	Ahmedabad-Dholka.	Sabarmati to Dholka.	2nd October 1901.	...	33'46	...	...	...	148'11	...	...	Not commenced.	
	(a)			Madras .	Madras .	Badagara to Azhikal.	6th May 1897	31'09				Work commenced.
(e)	Shoranur-Cochin .	Shoranur to Cochin	123rd February 1899.			...	64'83	...	...	31'09	64'83	...	...	Work commenced.
						Carried over				462'70	251'77	404'87	56'82		

* The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

APPENDIX 5—concl'd.

Appendix 5.
Miles in construction.*Mileage under construction or sanctioned at the close of the Calendar year 1901.*

(Referred to in paragraph 9 of Report.)

Note.—Railways opened since close of year are shown in Appendix 3.

CLASSIFICATION No.		Railway administration by which being constructed.	Name of owning railway.	Section of line the construction of which has been sanctioned.	Date construction was sanctioned.	MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED.								REMARKS.	
Main.	Sub.					Mileage sanctioned to be constructed.				Total sanctioned for construction by the railway administration.					
						5' 6"	3' 38"	2' 6"	2' 0"	5' 6"	3' 38"	2' 6"	2' 0"		
						Brought forward				462'70	251'77	404'87	56'82		
12	(b)	Bengal-Dooars	Bengal-Dooars extensions.	Chalsa to Hantupara. Oodlabari to Bagrakot.	2nd March 1898. 2nd March 1898.	...	39'00	...	...	...	42'26	...	...	Work commenced Since opened.
14	(a)	Assam-Bengal	Assam-Bengal	Damchara to Lumding. Lakwa to Tinsukia	28th May 1891. 28th May 1891.	...	155'24	...	...	...	...	...	...	Work commenced, Work commenced.
	(b)			Noakhali (Bengal).	L a k s a m vid Noakhali to Ichakhali.	6th April 1901	...	34'95	190'19	Not commenced.
16	(a)	Bengal and North-Western.	Bengal and North-Western.	Part of Gonda-Balrampur-Tulsipur branch. Azamgarh to Shahganj. Ballia to Ghazipur	December 1894. 18th May 1897. 23rd December 1901.	...	1'00	...	...	...	67'00	...	...	Not commenced. Not commenced.
17	(b)	Rohilkund and Kumaon.	Lucknow-Bareilly	Dudhwa to the Mohan river.	1st March 1901.	...	5'96	...	...	...	5'96	...	...	Not commenced.
18	(b)	Jodhpur-Bikaner	Bikaner	Suratgarh to Bhātinda.	15th July 1899	...	88'00	...	...	...	88'00	...	...	Work commenced.
23	(a)	South Indian	South Indian	Madura to Toni Torai. Mutanandal to Sivagunga. Tinnevely-Quilon (Travancore) branch (British section).	21st April 1899. 21st April 1899 21st April 1899	...	91'33 9'00 50'33	...	...	...	...	...	...	Work commenced. Work commenced. Work commenced.
	(b)			Tanjore District Board (Mayavaram-Mutupet).	Mutupet to Arantangi.	15th November 1901.	...	44'86	Work commenced.
	(c)			Travancore State.	Tinnevely-Quilon (Travancore) branch (Native State section).	21st April 1899	...	57'94	253'46	Work commenced.
24	(a)	Burma	Burma	Hsipaw to Lashio. Letpadan to Bassein.	16th October 1895. 7th September 1899.	...	50'30 114'40	...	...	...	164'70	...	...	Work commenced. Work commenced.
26	(a)	Bārsi Light	Bārsi Light	Bārsi Town to Tadwala.	20th November 1900.	...	...	26'70	...	...	...	26'70	...	Not commenced.
36	(a)	Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light.	Bukhtiarpur to Behar.	30th May 1901	...	...	18'75	...	...	...	18'75	...	Not commenced.
37	(a)	Madura District Board.	Madura District Board.	Ammayanayakkannur to Ketagudi. Periyakulam to Krishna-Manaik's Tope. Theni to Karuvannath.	30th May 1899. 30th May 1899 30th May 1899	...	...	55'00 5'00 33'00	...	...	...	93'00	...	Work commenced. Work commenced. Work commenced.
Total mileage sanctioned and still remaining to be constructed on the 31st December 1901.											462'70	1,063'34	543'32	56'82	

Mileage sanctioned from the 1st January 1902 to the 30th April 1902.

MILEAGE SANCTIONED FROM THE 1ST JANUARY TO THE 31ST MARCH 1902.

1	(a)	East Indian	East Indian	Manpur to 87 miles beyond Gurpa.	25th March	25'25	...	...	...	25'25	...	...	...
2	(a)	Eastern Bengal State.	Eastern Bengal State.	Kankurgachi to new junction.	19th February	3'97	...	...	...	3'97	...	...	...
9	(b)	Bombay, Baroda and Central India.	Gaekwar's Dabhoi	Padra to Mobha.	12th February	...	...	9'00	...	...	...	9'00	...	
12	(a)	Madras	Madras	Azhikal to Mangalore.	30th January	77'76	...	...	...	77'76	...	...	...
35	(a)	Shahdara-Saharanpur Light.	Shahdara-Saharanpur Light.	Shahdara to Saharanpur.	4th January	...	...	95'00	...	...	...	125'00	...	
				Baraut to Meerut	4th January	...	...	30'00	...	...	...	...	...
Total mileage sanctioned from the 1st January 1902 to the 31st March 1902										106'98	...	134'00	...	
MILEAGE SANCTIONED FROM THE 1ST TO THE 30TH APRIL 1902										...	...	...	...
Nil.														

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

N. B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	EAST INDIAN RAILWAY SYSTEM (2101·27 MILES).													
	(a) EAST INDIAN (1838·04 MILES).								(b) Delhi-Umhalia- Kalka, 5' 6". (162·24 miles).		(c) South Behar, 5' 6". (78·76 miles).		(d) Tarkessur, 5' 6". (22·23 miles).	
	East Indian, 5' 6". (1838·04 miles).		Patna-Cya, 5' 6". (57·20 miles).		Nalhati, 4' 0". (17·25 miles).		Dildarnagar- Ghazipur, 5' 6". (12·00 miles).		Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.
	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.	Earnings per mile per week.	Pro : of exp : to earnings.						
1853 . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854 . .	131	62·18	...	...	...	...	...	...	...	...	...	...	...	...
1855 . .	108	51·97	...	...	...	...	...	...	...	...	...	...	...	...
1856 . .	167	40·62	...	...	...	...	...	...	...	...	...	...	...	...
1857 . .	232	38·12	...	...	...	...	...	...	...	...	...	...	...	...
1858 . .	279	46·49	...	...	...	...	...	...	...	...	...	...	...	...
1859 . .	251	44·77	...	...	...	...	...	...	...	...	...	...	...	...
1860 . .	231	48·36	...	...	...	...	...	...	...	...	...	...	...	...
1861 . .	240	46·40	...	...	...	...	...	...	...	...	...	...	...	...
1862 . .	192	53·81	...	...	...	...	...	...	...	...	...	...	...	...
1863 . .	222	55·01	...	...	...	...	...	...	...	...	...	...	...	...
1864 . .	253	50·79	...	...	36	48·88	...	...	...	...	...	...	...	...
1865 . .	311	44·82	...	...	41	63·28	...	...	...	...	...	...	...	...
1866 . .	374	44·24	...	...	36	105·15	...	...	...	...	...	...	...	...
1867 . .	367	48·91	...	...	45	68·81	...	...	...	...	...	...	...	...
1868 . .	346	44·83	...	...	57	83·60	...	...	...	...	...	...	...	...
1869 . .	309	44·42	...	...	60	59·64	...	...	...	...	...	...	...	...
1870 . .	424	43·68	...	...	60	48·77	...	...	...	...	...	...	...	...
1871 . .	318	43·36	...	...	55	58·07	...	...	...	...	...	...	...	...
1872 . .	368	41·44	...	...	53	57·14	...	...	...	...	...	...	...	...
1873 . .	382	38·75	...	...	60	60·06	...	...	...	...	...	...	...	...
1874 . .	474	35·70	...	...	61	67·22	...	...	...	...	...	...	...	...
1875 . .	374	50·58	...	...	57	76·42	...	...	...	...	...	...	...	...
1876 . .	452	35·18	...	...	54	111·15	...	...	...	...	...	...	...	...
1877 . .	565	31·85	...	...	64	100·47	...	...	...	...	...	...	...	...
1878 . .	507	35·69	...	...	64	79·41	...	...	...	...	...	...	...	...
1879 . .	552	32·85	121	55·24	65	67·56	...	...	...	...	...	...	...	...
1880 . .	549	33·04	162	56·13	49	105·33	56	128·33	...	...	...	...	...	...
1881 . .	578	31·85	173	65·11	47	79·20	63	69·52	...	...	...	...	...	...
1882 . .	611	36·94	184	60·51	51	73·05	73	85·24	...	...	...	...	...	...
1883 . .	630	35·05	158	51·93	57	69·63	80	49·87	...	...	...	...	...	...
1884 . .	558	37·61	174	57·48	55	90·84	75	58·37	...	...	...	...	...	...
1885 . .	589	35·25	174	52·52	54	82·08	75	52·28	...	...	...	...	227	52·57
1886 . .	591	34·29	180	52·01	59	85·29	76	52·05	...	...	...	...	215	52·15
1887 . .	583	31·70	178	46·53	65	70·57	77	46·45	...	...	...	...	228	49·86
1888 . .	567	33·24	168	47·97	74	78·39	74	91·13	...	...	...	...	242	51·10
1889 . .	557	34·59	175	48·70	73	78·18	...	...	...	...	...	...	246	55·51
1890 . .	538	31·35	174	45·80	71	78·01	...	...	...	...	...	...	248	49·64
1891 . .	615	27·21	204	42·76	66	62·97	...	...	128	48·00	...	...	264	46·42
1892 . .	587	28·47	193	42·94	...	...	...	...	129	48·00	...	...	254	47·28
1893 . .	584	27·44	...	...	...	...	...	...	143	48·00	...	...	245	46·86
1894 . .	604	30·87	...	...	...	...	...	...	159	48·00	...	...	265	48·56
1895 . .	603	31·07	...	...	...	...	...	...	174	48·00	...	...	267	48·37
1896 . .	597	31·98	...	...	...	...	...	...	158	48·00	...	...	271	49·88
1897 . .	640	29·47	...	...	...	...	...	...	186	48·00	...	...	270	48·01
1898 . .	658	31·70	...	...	...	...	...	...	191	48·00	...	...	272	49·54
1899 . .	697	32·84	...	...	...	...	...	...	172	48·00	101	35·00	267	50·58
1900 . .	703	34·78	...	...	...	...	...	...	161	48·00	114	35·00	268	51·61
1901 . .	733	35·05	...	...	...	...	...	...	213	48·00	125	40·02	285	52·23

* Converted to 5' 6" gauge in 1891.

NOTE.—Earnings per mile per week exclude steam-boat

DIX 6.

Appendix 6.
Weekly earnings.

railways per mile per week

to gross earnings.

II of Report.)

railway has been amalgamated with the system by which it has been worked.

EASTERN BENGAL STATE RAILWAY SYSTEM (1,070.73 MILES).

(a) EASTERN AND SOUTHERN SECTIONS. 258.04 miles.				(b) NORTHERN, BEHAR AND DACCA SECTIONS (556.35 MILES).								(c)		(d)		(e)		RAILWAY.	
Eastern and Southern sections. 5' 6". (269.04 miles).		Calcutta and South Eastern section 5' 6". (66.07 miles).		Northern Bengal State, 3' 3 1/2". (249.25 miles).		Kaulia-Dharila, 2' 6". (37.03 miles).		Northern and Behar sec. 3' 3 1/2" gauge, inclg. Kaulia-Dharila & Santrabari ext. 2' 6" gauge (500.23 miles).		Dacca section, 3' 3 1/2". (85.92 miles).		Brahmaputra-Sultanpur 3' 3 1/2". (55.10 miles).		Mymensingh-Jamālpur-Jagan-nathganj, 3' 3 1/2". (53.37 miles).		Cooch Behar, 2' 6". (31.78 miles).			
Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Calendar year.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
94	55.59	36	128.39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
149	48.43	38	131.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
175	53.67	53	137.03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
233	48.98	75	114.32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
243	51.05	79	118.59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
279	48.71	64	133.66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
308	46.33	60	173.12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
313	50.29	55	145.54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
335	55.69	55	104.58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
270	55.01	40	90.82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
314	66.60	40	92.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
377	49.08	70	102.56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
433	52.18	68	78.35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
356	62.16	71	80.48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
401	43.66	68	108.62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
529	41.07	79	81.74	20	140.29	...	...	...	...	...	...	...	...	...	...	...	...	1877
512	43.71	83	75.68	81	75.31	...	...	...	...	...	...	...	...	...	...	...	...	1878
494	45.97	92	66.44	101	90.96	...	...	...	...	...	...	...	...	...	...	...	...	1879
540	44.81	98	71.32	114	60.10	...	...	...	...	...	...	...	...	...	...	...	...	1880
621	40.91	104	66.43	137	51.23	...	...	...	...	...	...	...	...	...	...	...	...	1881
611	40.60	130	97.47	160	49.04	25	92.97	...	...	...	...	...	...	...	...	...	...	1882
466	50.14	109	51.97	160	49.20	33	81.49	...	...	...	...	...	...	...	...	...	...	1883
*	54.06	*	156	69.93	39	78.26	...	...	...	...	...	...	...	...	...	...	...	1884
380	61.25	†	†	151	70.16	31	107.29	...	...	47	141.12	...	...	...	...	...	...	1885
403	61.97	...	...	189	52.85	29	122.87	...	...	56	111.47	...	...	...	...	...	...	1886
268	52.23	...	...	†	†	†	†	†	†	†	†	...	...	...	...	...	...	1887
545	41.47	...	...	...	...	...	...	†	†	†	†	...	...	...	...	...	...	1888
563	44.60	...	...	...	...	...	...	†	†	†	†	...	...	...	...	...	...	1889
521	47.12	...	...	...	...	...	...	†	†	†	†	...	...	...	...	...	...	1890
562	41.61	...	...	...	...	...	...	181	55.48	93	62.10	...	...	...	...	...	...	1891
562	44.32	...	...	...	...	...	...	165	47.32	85	64.40	...	...	...	...	...	...	1892
529	43.74	182	45.17	96	62.41	13	188.94	1893
621	40.33	191	39.14	112	54.46	35	78.71	1894
619	35.97	190	40.29	120	51.49	46	63.89	1895
670	39.74	212	40.04	115	53.27	61	45.00	1896
678	45.48	195	42.44	114	55.02	51	45.00	1897
652	41.86	201	41.83	129	51.68	27	45.00	57	45.00	1898
649	42.30	...	...	...	...	...	...	218	42.21	131	55.78	38	45.00	35	45.00	53	47.95	1899
649	47.75	...	...	...	...	...	...	245	42.14	146	58.53	58	45.00	56	45.00	50	43.41	1900
678	50.89	...	...	...	...	...	...	225	46.91	157	65.12	61	45.00	60	45.00	72	41.48	1901

* Information not available.

† Included with the Eastern and Southern sections,

and proportion of expenses to earnings include steam-boat.

P. T. O.

Appendix 6. Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

N.B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	4 BENGAL-NAGPUR RAILWAY SYSTEM (1609'21 MILES.)										5 CALCUTTA PORT COM- MISSIONERS' 5' 6".				6 ODDH AND ROHILKHAND STATE RAILWAY SYSTEM (1,135 60 MILES.)						Sind-Punjab and Dehly, 5' 6". (622'68 miles.)	
	3 BENGAL CENTRAL 5' 6". (125'01 miles)		BENGAL-NAGPUR (1,552'98 MILES.)								EAST COAST STATE, 5' 6". (837'57 MILES)		CALCUTTA PORT COM- MISSIONERS' 5' 6". (7'65 MILES.)		(a) & (c) Oudh and Rohilkhand State, 5' 6" and 3' 31". (1101'55 miles.)		(b) Hardwar-Dehra, 5' 6". (32'04 miles.)					
Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.				
1853.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 112	97'28 79'59
1863.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	171 170	83'04 87'26
1864.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	101 116	82'18 76'15
1865.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868.	...	...	...	...	...	...	...	...	...	...	...	...	...	74 120	106'97 64'54	...	...	121 112	89'98 95'69
1869.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870.	...	...	...	...	...	...	...	...	...	...	...	...	...	97 112	81'74 227'93	...	...	117 140	80'70 76'16
1871.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872.	...	...	...	...	...	...	...	...	...	...	...	...	...	117 56	69'31 68'58	...	...	123 134	99'08 85'77
1873.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874.	...	...	...	...	...	...	...	...	...	...	...	...	...	56 72	72'91 64'41	...	...	154 191	68'67 55'35
1875.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876.	...	...	...	...	...	...	...	...	...	...	...	...	...	97 120	59'71 63'93	...	...	161 186	64'08 67'03
1877.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878.	...	...	...	...	...	...	...	...	...	...	...	...	...	153 163	52'38 54'23	...	...	241 234	57'46 64'50
1879.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880.	...	...	...	...	...	...	...	...	...	...	...	...	...	153 157	58'11 57'25	...	...	317 352	60'22 55'92
1881.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882.	...	...	...	...	...	...	...	...	...	...	...	...	...	173 185	59'91 65'77	...	...	285 285	60'76 60'00
1883.	64	136'50	170	48'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884.	76	126'31	171	57'82	...	...	...	...	...	...	...	...	...	192 182	54'54 55'90	...	...	296 290	57'13 61'26
1885.	82	98'46	183	65'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886.	87	102'70	184	62'51	37	104'35	...	...	...	...	...	...	...	176 184	65'59 56'02	...	...	373	57'35
1887.	100	101'22	177	59'09	41	116'41	...	...	...	...	...	...	...	...	...	...	...	...	...
1888.	110	77'82	...	...	...	...	...	...	...	...	...	...	...	185 197	52'83 57'38	...	...	...	...
1889.	113	59'85	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890.	103	63'18	...	...	...	...	...	...	...	...	...	...	...	209 205	44'24 49'14	...	...	...	...
1891.	125	59'62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892.	118	59'33	...	...	...	...	...	...	...	...	...	...	...	238 237	42'29 41'28	...	...	...	...
1893.	121	59'80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1894.	126	60'92	...	...	...	...	...	...	...	...	...	...	...	239 262	42'44 45'47	...	...	...	...
1895.	146	57'90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1896.	144	62'85	...	...	...	...	...	...	...	...	...	...	...	248 209	48'95 49'97	...	...	...	...
1897.	175	56'98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1898.	158	64'08	...	...	...	...	...	...	...	...	...	...	...	186 190	56'59 46'12	...	...	...	...
1899.	158	61'23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1900.	185	58'70	...	...	...	...	...	...	...	...	...	...	...	208	45'45	...	...	...	...
1901.	104	54'25	...	...	...	...	...	...	...	...	...	...	...	208	51'44	115 50'00	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	231	45'53	128 50'00	...	...	...

* Converted to 5' 6" gauge in 1888.

† Information not available.

‡ Transferred partly to the Madras railway and partly to the Bengal-Nagpur railway.

Note.—Earnings per mile per week exclude steam-boat

Appendix 6.
Weekly earnings.

DIX 6—contd.

railways per mile per week

to gross earnings.

II of Report.)

railway has been amalgamated with the system by which it has been worked.

NORTH WESTERN STATE RAILWAY SYSTEM. (3,742.93 MILES).																				RAILWAY.													
(a) NORTH WESTERN STATE (3,117.35 MILES.)												(b) Southern Punjab, 5' 6". (423.93 miles)		(c) Rájpura-Bhátinda, 5' 6". (107.05 miles)		Hyderabad-Shadhpalli, 5' 6". (55.33 miles)		(d) Jammu and Kashmir (Native state section) 5' 6". (15.92 miles)		(e) Ludhiana-Dhuri-Jathal, (78.65 miles.)													
North Western.												Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Calendar year.											
Commercial section, (2016.27 miles)																																	
Military section, (1070.49 miles)																																	
Entire line. (3117.35 miles)																																	
Punjab Northern, 5' 6". (446.75 miles.)	Earnings per mile per week.	Pro: of exp: to earnings.	Indus Valley and Kandahar, 5' 6". (652.48 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Amritsar-Pathankot, 5' 6". (64.79 miles.)	Earnings per mile per week.	Pro: of exp: to earnings.	Commercial section, (2016.27 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Military section, (1070.49 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Entire line. (3117.35 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Hyderabad-Shadhpalli, 5' 6". (55.33 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Jammu and Kashmir (Native state section) 5' 6". (15.92 miles)	Earnings per mile per week.	Pro: of exp: to earnings.	Ludhiana-Dhuri-Jathal, (78.65 miles.)	Earnings per mile per week.	Pro: of exp: to earnings.	Calendar year.						
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
61	63.41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
101	77.27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
130	86.81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
169	99.36	56	122.97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
345	79.52	121	81.16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
360	83.25	209	71.15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
198	83.64	155	78.73	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
151	83.74	141	69.17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
144	81.11	203	55.54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1883
139	72.34	210	49.49	67	85.78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1884
165	62.69	309	40.85	84	80.28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1894
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1895
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1896
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

* This line which was originally constructed on the 3' 3 3/4" gauge was converted to 5' 6" gauge in 1878.

† Included with the North Western State railway.

‡ Transferred to the Jodhpur-Bikaner railway from the 1st January 1901.

and proportion of expenses to earnings include steam-boat.

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

H. B.—When figures cease to be shown under any railway it is to be understood that such

Railway.	8 GREAT INDIAN PENINSULA RAILWAY SYSTEM. (1900-53 MILLS)																							
	(a)		Dhond-		Wardha Coal,		(b)		(c)		(d) INDIAN MIDLAND.				(e)		(f)		(g) BHOPAL RAILWAY (57.52 miles)				(h)	
	Great Indian Peninsula, 5' 6". (135.88 miles)		Maurad 5' 6". (144.50 miles)		5' 6". (14.88 miles)		Kham-gaon, 5' 6". (7.80 miles)		Amraoti, 5' 6". (5.72 miles)		Sindia, 5' 6". (72.88 miles)		Indra, 5' 6". (95.24 miles)		Bha-Goon-Bhar, 5' 6". (145.49 miles)		Bhopal, 5' 6". (113.27 miles)		Post section, 5' 6". (23.11 miles)		Native state section, 5' 6". (14.53 miles)		Gwalior Light, 3' 6". (12.24 miles)	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1853.	119	45'90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1854.	88	60'81	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1855.	89	70'21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1856.	113	42'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1857.	158	45'27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1858.	173	42'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1859.	172	51'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1860.	144	60'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1861.	139	76'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1862.	149	62'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1863.	175	67'55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1864.	119	72'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1865.	414	59'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866.	357	58'07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867.	368	55'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1868.	357	61'80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869.	248	67'79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870.	300	62'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871.	307	63'03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872.	284	64'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873.	284	64'09	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874.	303	59'17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875.	324	47'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876.	369	47'60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877.	492	48'30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878.	429	48'91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879.	383	59'64	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880.	372	55'49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1881.	426	49'40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882.	470	48'00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1883.	466	48'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884.	502	52'31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885.	467	50'46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886.	503	46'49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887.	511	46'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888.	526	46'96	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889.	494	51'42	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890.	508	49'80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891.	584	48'25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892.	525	49'93	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893.	501	53'57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1894.	468	55'18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1895.	436	56'38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1896.	444	55'20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1897.	367	66'96	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1898.	459	59'49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1899.	462	55'76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1900.	439	52'49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1901.	1016	48'63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Included with the Great Indian Peninsula railway.
† Represent earnings and expenses of both sections of the Bhopal-Itarsi railway.

NOTE.—Earnings per mile per week exclude steam-boat

railways per mile per week

Appendix 6.
Weekly earnings.

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM. (2,748'23 MILES.)																							
(a) Bombay, Baroda and Central India, 5' 6". (460'90 miles).		(b) Tapti Valley, 5' 6". (155'48 miles).		Gaekwar's Petlad, 5' 6". (13'35 miles).		(c) Nagda-Ujjain, 5' 6". (34'32 miles).		(d) Petlad-Cambay (Anand-Tarapur section). 5' 6". (21'50 miles).		(e) Petlad-Cambay (Tarapur- Cambay section). 5' 6". (10'92 miles).		(f) Godhra-Rutlam- Nagda, 5' 6". (141'74 miles).		(g) RAJPUTANA-MALWA. (1,643'19 miles).								RAIL- WAY.	Calen- dar year.
Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.				
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...	1854	
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...	1856	
...	1857	
49	70'17	1858	
73	54'97	1859	
94	50'14	1860	
138	49'51	1861	
156	85'33	1862	
223	63'83	1863	
278	71'93	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
291	66'56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
287	73'66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
307	74'32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
327	60'54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
300	59'98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
290	59'97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
260	59'23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
265	52'12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
285	54'41	...	...	...	...	...	...	...	...	...	...	...	...	32	96'59	...	...	...	...	...	...	1873
296	54'74	...	...	...	...	...	...	...	...	...	...	...	...	69	80'37	60	84'02	...	...	...	...	1874
345	41'97	...	...	...	...	...	...	...	...	...	...	...	...	98	64'04	123	91'71	...	...	...	...	1875
298	46'61	...	...	...	...	...	...	...	...	...	...	...	...	114	65'40	99	92'87	...	...	...	...	1876
309	46'97	...	...	...	...	...	...	...	...	...	...	...	...	130	67'99	86	76'86	...	...	...	...	1877
355	42'57	...	...	...	...	...	...	...	...	...	...	...	...	136	61'97	122	67'50	...	...	...	...	1878
423	41'04	...	...	...	...	...	...	...	...	...	...	...	...	152	66'74	128	74'53	86	86'08	...	...	1879
427	50'76	...	...	...	...	...	...	...	...	...	...	...	...	152	66'88	118	74'74	151	85'79	...	...	1880
497	43'10	...	...	...	...	...	...	...	...	...	...	...	...	189	60'41	132	69'11	...	...	...	...	1881
509	42'95	...	...	...	...	...	...	...	...	...	...	...	...	188	53'07	...	...	...	...	...	...	1882
548	43'11	...	...	...	...	...	...	...	...	...	...	...	...	219	52'18	...	...	...	...	...	...	1883
564	41'12	...	...	...	...	...	...	...	...	...	...	...	...	223	56'92	...	...	...	...	...	...	1884
508	41'29	...	...	...	...	...	...	...	...	...	...	...	...	224	52'81	...	...	...	...	...	...	1885
532	44'11	...	...	...	...	...	...	...	...	...	...	...	...	212	50'27	...	...	...	...	...	...	1885
552	42'44	...	...	...	...	...	...	...	...	...	...	...	...	191	50'84	...	...	...	...	...	...	1887
540	42'06	...	...	71	36'08	...	...	...	...	...	...	...	...	215	48'26	...	...	...	...	...	...	1888
500	41'23	...	...	85	38'51	...	...	...	...	...	...	...	...	230	45'82	...	...	...	...	...	...	1889
594	42'92	...	...	88	43'25	...	...	...	...	...	...	...	...	200	50'41	...	...	...	...	...	...	1890
630	36'55	...	...	92	36'47	...	...	...	...	...	...	...	...	251	43'47	...	...	...	...	...	...	1891
665	36'85	...	...	100	36'79	...	...	...	...	...	...	...	...	257	41'01	...	...	...	...	...	...	1892
732	37'69	...	...	106	36'96	...	...	...	...	...	...	...	...	50	41'61	259	41'12	...	...	...	...	1893
676	45'07	...	...	169	29'52	49	56'36	...	...	...	...	...	...	106	40'64	285	38'19	...	...	...	...	1894
595	54'63	...	...	93	47'56	58	54'36	...	...	...	...	...	...	184	57'01	269	40'29	...	...	...	...	1895
662	44'89	18	48'70	74	44'92	73	44'83	...	...	...	...	...	...	189	62'27	227	44'35	...	...	...	...	1896
729	46'81	71	47'40	102	44'37	83	47'18	...	...	...	...	...	...	146	72'02	213	46'60	...	...	...	...	1897
734	52'50	84	44'00	127	52'86	141	51'96	...	...	...	...	...	...	181	51'14	241	42'83	...	...	...	...	1898
665	44'06	74	43'01	...	...	63	40'10	101	44'47	40	50'46	...	...	172	58'34	285	42'06	...	...	...	...	1899
														219	46'84	317	43'18	...	...	...	...	1900
														156	45'15	313	46'29	...	...	...	...	1901

and proportion of expenses to earnings include steam-boat.

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses

(Referred to in paragraph

N. B.—When figures cease to be shown under any railway it is to be understood that such

RAIL- WAY.		BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—concl. (2,748·23 MILES).																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		(g) RAJPUTANA-MALWA—conclid. (1,643·19 MILES).								Cawnpore- Achnera, 3' 31" (25·23 miles).		(h) Gackwar's Mehsana, 3' 31" (92·63 miles).		(i) Ahmedabad- Parāntij, 3' 31" (54·70 miles).		(j) Palānpur- Deesa, 3' 31" (17·28 miles).		(k) Gackwar's Dabhol, 2' 6" (78·80 miles).		(l) Rajpipla, 2' 6" (37·37 miles).																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		Rewari-Feroze- pore, 3' 31" (240·73 miles).		Muttra-Hath- ras, 3' 31" (29·00 miles).		Cawnpore- Farukhabad, 3' 31" (86·50 miles).		Muttra- Achnera, 3' 31" (22·75 miles).				Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.			Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.	Earnings per mile per week.	Pro : of exp : to earn- ings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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↑ Represents the Muttra-Hathras, Cawnpore-Farukhabad and Muttra-Achnera railways.

railways per mile per week

to gross earnings.

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

10 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM. (743'02 MILES.)				11 MADRAS RAILWAY SYSTEM. (1374 20 MILES.)						12 BENGAL DOOARS. (110'70 MILES.)				13 DIBRU-SADIYA. (98'50 MILES.)				14 ASSAM- BENGAL. (589 21 MILES.)		15 DEOGHUR, 3' 31". (472 MILES.)		RAIL- WAY.
(a) & (b) Nizam's Guar- anteed State, 5' 6". (531'60 MILES.)		(c) Hyderabad- Goddari Valley, 3' 12". (391'42 MILES.)		(a) and (b) Madras, 5' 6". (1370 39' miles.)		(c) Kolar Gold-fields, 5' 6". (9'88 miles.)		(d) Nilgiri, 3' 31". (16 90 miles.)		(a) Bengal Dooars, 3' 31". (36'40 miles.)		(b) Bengal Dooars extensions, 3' 31". (74 30 miles.)		(a) Dibru- Sadiya, 3' 31". (77'50 miles.)		(b) Ledo and Tikak-Mar- gherita Colliery, 3' 31". (11'00 miles.)		Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	
Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Ca- len- dar Year.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1853
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1854
...	...	...	...	75	51 66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855
...	...	...	...	91	47'13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1856
...	...	...	...	93	55'33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1857
...	...	...	...	122	60'35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858
...	...	...	...	117	73'50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1859
...	...	...	...	91	71'08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1860
...	...	...	...	84	74'02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1861
...	...	...	...	110	68'57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1862
...	...	...	...	133	49 62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1863
...	...	...	...	145	45'69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1864
...	...	...	...	147	45 62	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1865
...	...	...	...	153	43'47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1866
...	...	...	...	181	41'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1867
...	...	...	...	171	49'16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1868
...	...	...	...	146	52'84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1869
...	...	...	...	139	51 27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1870
...	...	...	...	143	52'19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1871
...	...	...	...	157	56'94	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1872
79	95'01	...	...	132	64'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1873
79	113'57	...	...	144	70'28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1874
92	85'72	...	...	159	64'38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1875
132	77'53	...	...	225	59'26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1876
126	85'87	...	...	145	76'05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1877
110	87'01	...	...	148	68'68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1878
112	68'08	...	...	138	68 24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
120	61'32	...	...	141	67'11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1880
141	56 35	...	...	155	62 84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1881
137	72'12	...	...	148	61 90	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1882
155	63'02	...	...	160	58'89	...	...	...	...	...	...	...	...	52	171'70	...	...	...	...	79	68'00	1883
178	56'26	...	...	171	57'18	...	...	...	...	...	...	...	...	67	131'61	...	...	...	...	83	54'90	1884
143	49'71	...	...	178	59'46	...	...	...	...	...	...	...	...	62	123'03	...	...	...	...	88	58'69	1885
143	64'31	...	...	189	64'76	...	...	...	...	...	...	...	...	81	80'65	...	...	...	...	100	53'06	1885
118	57'35	...	...	195	58 72	...	...	...	...	...	...	...	...	94	74'68	...	...	...	...	98	50'64	1887
129	66 90	...	...	209	58'97	...	...	...	...	...	...	...	...	105	76'09	...	...	...	...	104	55'37	1888
140	59'74	...	...	218	52'44	...	...	...	...	...	...	...	...	114	72'26	...	...	...	...	115	55'51	1889
151	54'70	...	...	214	58 20	...	...	...	...	...	...	...	...	127	65'59	...	...	...	...	103	58 17	1890
151	52 35	...	...	221	55 40	...	...	...	...	...	...	...	...	123	65'80	...	...	...	...	125	50'49	1891
136	53'08	...	...	241	48'39	...	...	...	...	...	...	...	...	127	68'10	...	...	...	...	108	64'00	1892
177	50'20	...	...	237	52'06	249	61'37	...	...	69	49'80	...	...	127	70'13	...	...	...	...	152	49'47	1893
185	53'77	...	...	257	47'55	294	56 60	...	...	109	49'20	...	...	132	63 18	...	...	...	...	118	67'17	1894
187	50'02	...	...	240	50'50	299	59'25	...	...	125	49'73	...	...	149	55'16	...	...	...	...	130	54'46	1895
205	48'67	...	...	263	47'65	402	56'77	...	...	136	51'26	...	...	161	51'76	...	...	...	...	120	61'69	1896
221	44'20	...	...	246	49'51	392	59'82	...	...	145	49'27	...	...	192	68'12	88	82'51	63	92'71	122	63'22	1897
240	43'45	48	41'82	240	52'43	342	68 01	175	76'06	137	55'41	...	...	194	63'85	142	93'22	86	95'83	129	79'44	1898
286	41'52	70	60'41	254	51'75	402	67 88	200	42'83	168	43 06	...	...	213	47'68	162	65'04	75	80'08	134	79'92	1899
316	35'59	99	54'07	372	31'62	421	57'79	275	42 87	156	43'27	...	...	224	48'67	169	72'64	75	78'69	140	78'87	1900
												47	60'92	230	40'03	123	84'15	70	78'60	232	61'45	1901

* Includes 297 miles (3'3 1/2" gauge) worked over by the Southern Mahratta railway.

and proportion of expenses to earnings include steam-boat.

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses
(Referred to in paragraph

N.B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	16 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM. (1,280.19 MILES.)						17 ROHILKUND AND KUMAON RAILWAY SYSTEM. (324.57 MILES.)										JODHPUR.		
	(a) Bengal and North Western, 3' 3 1/2" (1,280.19 miles.)		(b) Tirhoot, 3' 3 1/2" (273.00 miles.)		(c) Sagaul- Raxaul, 3' 3 1/2" (18.09 miles.)		(a) Rohilkund and Kum- aon, 3' 3 1/2" (53.92 miles.)		(b) LUCKNOW-BAREILLY. (231.17 MILES.)						(c) POWATAN LIGHT 2' 6" (39.50 MILES).		(a) Jodhpur section, 3' 3 1/2" (454.94 miles.)		
									Bareilly-Pilibhit, 3' 3 1/2" (35.00 miles.)		Lucknow-Sitapur- Seraman, 3' 3 1/2" (104.59 miles.)		Lucknow-Bareilly, 3' 3 1/2" (231.17 miles.)						
	Calendar year.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earn- ings.	Earnings per mile per week.	Pro: of exp: to earn- ings.		
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1875	39	107.62		
1876	71	68.67		
1877	77	69.85		
1878	108	75.34		
1879	113	76.49		
1880	102	56.40		
1881	110	59.57	...	...	...	...	...	...	...	...	...	...	...	...	...
1882	136	61.50	...	...	...	...	...	...	...	...	...	...	...	...	...
1883	103	70.90	...	...	...	...	...	...	...	...	...	...	...	...	...
1884	...	29	133.76	105	77.60	...	...	51	95.16	32	91.81	...	...	...	...	42	42.74
1885	...	72	49.32	98	71.90	...	...	68	66.40	44	83.70	...	...	...	...	39	50.59
1886	...	106	56.36	109	66.56	...	...	86	58.75	53	77.46	45	76.29	...	...	54	34.30
1887	...	90	56.94	122	59.62	...	...	52	63.42	52	71.47	46	73.49	...	...	62	35.20
1888	...	102	55.25	123	55.80	...	...	96	57.46	50	70.31	47	70.81	...	...	55	39.86
1889	...	103	52.35	122	48.42	...	...	107	56.98	59	66.45	59	65.10	...	...	56	46.50
1890	...	121	44.08	...	...	...	...	90	52.04	64	66.08	62	72.78	...	...	58	47.09
1891	...	121	40.04	112	58.22	56	65.05	...	66	45.44	
1892	...	120	41.12	127	54.17	66	59.72	...	74	44.14	
1893	...	123	43.20	124	56.78	67	62.29	...	52	47.83	
1894	...	130	41.79	134	52.91	87	59.25	...	65	38.09	
1895	...	133	42.45	118	62.18	74	61.90	...	58	41.60	
1896	...	134	43.97	125	63.79	75	63.32	...	70	36.60	
1897	...	128	43.78	124	59.33	69	50.42	...	67	33.66	
1898	...	129	43.37	135	52.24	94	51.62	...	73	42.22	
1899	...	131	46.67	30	40.00	136	49.74	114	50.21	...	102	38.88	
1900	...	128	49.56	30	52.62	156	48.64	107	48.72	...	81	44.27	
1901	...	140	44.51	40	65.44	112	45.38	123	44.76	33	70.00	66	54.39

NOTE.—Earnings per mile per week exclude steam-beat

railways per mile per week.

Appendix
Weekly earnings

to gross earnings.

II of Report.)

railway has been amalgamated with the system by which it has been worked.

18 BIKANER RAILWAY SYSTEM. (736.27 MILES.)				19 UDAIPUR CHITOR 3' 31" (67.50 MILES.)				20 BHÁVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAIL- WAY SYSTEM. (455.18 MILES.)								21 SOUTHERN MAHRATTA RAILWAY SYSTEM. (1,592.10 MILES.)								RAIL- WAY.
(b) Bikaner section 3' 31" (157.35 miles.)		(c) Jodhpur-Hydera- bad (British section), 3' 31" (123.98 miles.)		(a) Bhánagar- Gondal-Juná- gad-Porbandar 3' 31" (333.84 miles)		(b) - Jámnnagar, 3' 31" (54.28 miles.)		(c) Jetalsar-Rájkot, 3' 31" (45.23 miles.)		(d) Dhrángadrá 3' 31" (20.83 miles.)		(a) Southern Mahratta, 3' 31" (1,042.04 miles)		(b) Mysore section, 3' 31" (296.36 miles.)		(c) Guntakul- Mysore frontier, 3' 31" (119.50 miles)		Calen- dar year.						
Earnings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.	Earn- ings per mile per week.	Pro: of exp: to earn- ings.							
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...	1874					
...	1875					
...	1876					
...	1877					
...	1878					
...	1879					
...	78	70.18	1880					
...	87	59.55	1881					
...	89	63.47	1882					
...	109	54.46	1883					
...	98	59.55	...	...	...	...	...	...	...	...	...	...	...	1884					
...	96	57.00	...	...	...	...	...	...	...	...	...	...	...	1885					
...	98	54.93	...	...	...	...	...	...	...	...	...	...	...	1886					
...	109	50.58	...	...	...	...	...	...	...	...	...	...	...	1887					
...	97	56.55	...	...	...	...	...	...	...	...	...	...	...	1888					
...	91	61.81	...	...	...	...	...	...	...	...	...	...	...	1889					
...	85	67.79	...	...	...	...	...	...	...	...	...	...	...	1890					
...	91	72.25	...	...	...	...	...	...	...	...	...	...	...	1891					
...	110	55.92	...	...	...	...	...	...	...	...	...	...	...	1892					
...	106	49.61	...	...	...	...	...	...	...	...	...	...	...	1893					
...	113	57.93	...	...	...	...	...	...	...	...	...	...	...	1894					
...	114	50.06	...	...	...	...	...	...	...	...	...	...	...	1895					
...	105	55.04	...	...	...	...	...	...	...	...	...	...	...	1896					
...	97	58.22	...	...	...	...	...	...	...	...	...	...	...	1897					
...	41	65.73	...	...	...	...	...	...	...	...	...	...	...	1898					
...	36	69.12	...	...	...	...	...	...	...	...	...	...	...	1899					
...	83	59.20	...	...	...	...	...	...	...	...	...	...	...	1900					
...	53	60.09	...	...	...	...	...	...	...	...	...	...	...	1901					
...	48	62.29	...	...	...	...	...	...	...	...	...	...	...	1902					
...	45	60.43	...	...	...	...	...	...	...	...	...	...	...	1903					
...	84	57.47	...	...	...	...	...	...	...	...	...	...	...	1904					
...	73	61.87	...	...	...	...	...	...	...	...	...	...	...	1905					
...	59	67.16	...	...	...	...	...	...	...	...	...	...	...	1906					
...	53	66.91	...	...	...	...	...	...	...	...	...	...	...	1907					
...	43	74.53	...	...	...	...	...	...	...	...	...	...	...	1908					
...	108	67.72	...	...	...	...	...	...	...	...	...	...	...	1909					
...	119	64.66	...	...	...	...	...	...	...	...	...	...	...	1910					
...	107	70.30	...	...	...	...	...	...	...	...	...	...	...	1911					
...	93	70.32	...	...	...	...	...	...	...	...	...	...	...	1912					
...	122	57.54	...	...	...	...	...	...	...	...	...	...	...	1913					
...	90	70.32	...	...	...	...	...	...	...	...	...	...	...	1914					
...	69	68.88	...	...	...	...	...	...	...	...	...	...	...	1915					
...	62	65.62	...	...	...	...	...	...	...	...	...	...	...	1916					
...	70	63.81	...	...	...	...	...	...	...	...	...	...	...	1917					
...	62	69.45	...	...	...	...	...	...	...	...	...	...	...	1918					
...	72	69.45	...	...	...	...	...	...	...	...	...	...	...	1919					

and proportion of expenses to earnings Includes steam heat

* Information not available.

and proportion of expenses to earnings includes steam-boat

* Information not available.

Appendix 6.
Weekly earnings.

APPEN

Gross earnings (average) of individual
and
Proportion of working expenses
(Referred to in paragraph

N. B.—When figures cease to be shown under any railway it is to be understood that such

RAILWAY.	21 SOUTHERN MAHRATTA RAILWAY SYSTEM— <i>consolid</i> (1,592.70 MILES).								22 WEST OF INDIA PORTUGUESE 3' 31". (51.11 miles.)		23 SOUTH INDIAN RAILWAY SYSTEM. (1,110.21 MILES.)								24 BURMA, 3' 31". (1,177.70 miles)	
	(d) Hindupur, (Yesvantpur- Mysore fron- tier) 3' 31". (51.35 miles.)		(e) Blrur-Shi- moga, 3' 31". (37.92 miles.)		(f) Kolhapur, 3' 31". (29.37 miles.)		(g) Mysore- Nanjangud, 3' 31". (15.65 miles.)				(a) and (d) South Indian, 3' 31". (1,041.48 miles.)		(b) Tanjore District Board, (Mayavaram- Mutpet.) 3' 31". (54.08 miles.)		(c) Karaikkal-Peralam, 3' 31". (14.65 miles.)					
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.			Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		
Calendar year.																				
1853	
1854	
1855	
1856	
1857	
1858	
1859	
1860	
1861	77	47.45	...	...	...	...	...	...	...	...
1862	61	44.43	...	...	...	...	...	...	...	...
1863	74	44.60	...	...	...	...	...	...	...	...
1864	69	57.55	...	...	...	...	...	...	...	...
1865	79	49.53	...	...	...	...	...	...	...	...
1866	105	49.28	...	...	...	...	...	...	...	...
1867	86	49.65	...	...	...	...	...	...	...	...
1868	90	48.64	...	...	...	...	...	...	...	...
1869	84	64.44	...	...	...	...	...	...	...	...
1870	84	62.40	...	...	...	...	...	...	...	...
1871	84	55.61	...	...	...	...	...	...	...	...
1872	87	56.87	...	...	...	...	...	...	...	...
1873	120	49.99	...	...	...	...	...	...	...	...
1874	101	60.81	...	...	...	...	...	...	...	...
1875	96	48.16	...	...	...	...	...	...	...	...
1876	90	53.27	...	...	...	...	...	...	...	...
1877	107	50.88	...	...	...	...	...	...	...	...
1878	102	66.65	...	...	...	...	...	...	61	129.36	
1879	105	68.38	...	...	...	...	...	...	115	93.03	
1880	106	73.87	...	...	...	...	...	...	114	85.17	
1881	109	67.04	...	...	...	...	...	...	158	60.60	
1882	109	62.69	...	...	...	...	...	...	184	58.21	
1883	109	62.69	...	...	...	...	...	...	188	59.99	
1884	112	65.83	...	...	...	...	...	...	187	64.66	
1885	122	64.18	...	...	...	...	...	...	181	60.56	
1886	132	65.12	...	...	...	...	...	...	187	64.66	
1887	143	69.75	...	...	...	...	...	...	181	60.56	
1888	132	65.12	...	...	...	...	...	...	143	78.13	
1889	143	69.75	...	...	...	...	...	...	156	64.51	
1890	148	68.20	...	...	...	...	...	...	156	64.51	
1891	159	68.98	...	...	...	...	...	...	156	64.51	
1892	148	68.20	...	...	...	...	...	...	102	53.12	
1893	159	68.98	...	...	...	...	...	...	171	61.33	
1894	167	70.11	...	...	...	...	...	...	169	65.45	
1895	138	74.24	...	...	...	...	...	...	210	57.08	
1896	157	85.01	...	...	...	...	...	...	199	59.50	
1897	109	106.01	...	...	...	...	...	...	237	52.31	
1898	163	78.13	...	...	...	...	...	...	178	66.64	
1899	157	86.47	...	...	...	...	...	...	164	63.05	
1900	148	58.99	...	...	...	...	...	...	...	...
1901	165	56.13	86	61.30	...	...	...	...	...	...
1902	90	54.89	88	59.90	...	...	...	...	169	59.73	
1903	170	53.01	95	58.10	...	...	...	...	167	60.76	
1904	157	54.50	88	59.90	...	...	...	...	...	...
1905	159	52.41	86	60.01	...	...	...	...	179	59.45	
1906	106	50.27	83	52.02	...	...	...	...	195	55.62	
1907	188	46.17	103	53.29	...	...	...	...	107	58.02	

* Information not available.

NOTE.—Earnings per mile per week exclude steam-boat

DIX 6—concl'd.

Appendix 6.
Weekly earnings.

railways per mile per week.

to gross earnings.

11 of Report).

railway has been amalgamated with the system by which it has been worked.

25 MORVI, 2' 6". (94'36 MILES).		26 BARSII, 2' 6". (21'59 MILES).		27 TARAKESH- WAR-MAGRA, 2' 6". (31'12 MILES).		28 RANAGHAT- KRISHNA- GAR, 2' 6". (20'25 MILES).		29 TEZPUR- BALIPAKA, 2' 6". (20'10 MILES).		CHERRA- COMPANY GANJ, 2' 6". (8 00 MILES).		30 DARJEELING- HIMALYAN, 2' 0". (51'00 MILES).		31 HOWRAH- AMTA, 2' 0". (28'69 MILES).		32 HOWRAH- SHEA- KHALA, 2' 0". (19'75 MILES).		33 JORHAT, 2' 0". (30'25 MILES).		Rail- way.
Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Earn- ings per mile, per week.	Pro: of exp: to earn- ings.	Calen- dar year.
...	1853
...	1854
...	1855
...	1856
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...	1864
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...	1873
...	1874
...	1875
...	1876
...	1877
...	1878
...	1879
...	1880
...	103	58'32	1881
...	141	75'70	1882
...	162	63'11	1883
...	...	...	...	...	...	...	...	...	...	...	...	167	66'26	...	...	...	...	40	141'60	1884
...	...	...	...	...	...	...	...	...	...	...	...	†	†	...	...	...	...	25	123'14	1885
30	103'28	...	...	...	...	...	...	...	...	17	452'38	188	51'23	...	...	...	...	28	136'28	1886
39	86'87	...	...	...	...	...	...	...	...	25	297'54	180	55'86	...	...	...	...	32	127'99	1887
46	86'44	...	...	...	...	...	...	...	...	21	339'84	232	53'92	...	...	...	...	38	99'86	1888
50	68'01	...	...	...	...	...	...	...	...	26	240'69	217	60'10	...	...	...	...	42	105'94	1889
60	70'34	...	...	...	...	...	...	...	...	45	116'33	217	59'60	...	...	...	...	44	90'06	1890
63	64'00	...	...	...	...	...	...	...	...	44	103'28	231	57'61	...	...	...	...	47	97'70	1891
63	57'83	...	...	...	...	...	...	...	...	45	95'33	240	57'46	...	...	...	...	48	82'16	1892
66	54'86	...	...	...	...	...	...	...	...	55	85'08	239	55'41	...	...	...	...	52	79'32	1893
65	55'46	...	...	...	...	...	...	...	...	60	82'31	239	59'27	...	...	...	...	52	84'43	1894
75	45'91	...	...	...	...	...	...	...	...	59	88'68	279	50'92	...	...	...	...	61	77'81	1895
79	53'06	...	...	...	...	...	...	...	...	63	97'45	294	53'98	...	...	...	...	65	84'73	1896
87	50'49	115	80'00	...	...	...	...	...	...	*53	392'84	281	55'28	...	...	...	...	69	85'33	1897
77	56'41	116	81'15	46	71'65	...	...	82	76'49	56	6,312'77	285	54'79	152	58'36	70	72'12	70	79'02	1898
86	59'56	139	58'63	41	81'58	59	81'84	91	72'51	92	483'88	270	65'07	168	55'02	65	70'77	72	106'16	1899
86	62'49	111	65'90	47	72'63	66	71'95	92	73'12	†	†	305	55'28	172	51'99	74	64'71	63	118'05	1900
73	65'00	150	52'60	51	70'23	66	78'03	80	70'84	...	...	297	60'17	175	56'21	77	70'52	56	105'01	1901

* For first-half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

‡ Information not available.

and proportion of expenses to earnings includes steam-hoist

Appendix 7.
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.										STATE LINES							
GAUGE.										5' 6"							
Class : No.										1 (a)					3 (a)		
Railway.										EAST INDIAN.					BENGAL.		
Calendar year.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Annuity.	Com-pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.					
	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.					
1879	31,467,091	34,32,77,360	4,35,46,730	2,86,14,479	8'34	1,65,74,363	...	61,25,877	+ 59,14,239	...	...	...		
1880	...	38,13,53,183	4,35,04,947	2,86,72,035	7'52	1,93,06,263	...	17,72,690	+ 70,93,082	...	...	...		
1881	...	38,65,39,533	4,54,11,472	3,08,35,036	7'98	31,05,426	1,73,92,000	20,63,867	+ 82,73,743	10,51,983	...	...			
1882	...	38,84,97,311	4,71,17,594	2,96,57,086	7'63	32,81,764	1,73,92,000	17,88,073	+ 71,95,249	46,38,355	...	...			
1883	...	39,02,67,160	4,94,67,085	3,11,50,980	7'08	38,16,170	1,72,57,772	19,99,731	+ 80,77,307	79,36,235	1,07,954	39,390					
1884	...	39,35,14,616	4,38,38,714	2,73,22,003	6'94	35,58,035	1,78,50,459	11,72,323	+ 47,41,188	90,54,719	4,54,837	1,19,682					
1885	...	39,63,72,475	4,63,86,889	3,30,16,960	8'33	38,13,262	1,79,75,714	16,29,502	+ 95,98,482	90,04,061	5,35,353	8,233					
1886	...	39,84,61,774	4,66,70,853	3,05,13,359	7'66	39,91,104	1,89,59,137	14,97,276	+ 60,74,842	89,65,705	5,67,343	42,528					
1887	...	39,89,90,537	4,60,65,661	3,13,34,263	7'85	40,70,944	1,92,13,333	15,87,252	+ 64,62,734	91,09,422	6,48,494	7,928					
1888	...	39,87,03,386	4,54,36,902	3,03,35,075	7'60	40,73,297	2,03,43,530	11,64,693	+ 47,53,555	92,53,170	7,12,901	1,58,145					
1889	...	39,96,98,156	4,49,57,901	2,84,05,230	7'36	41,84,108	2,09,60,000	8,31,347	+ 34,28,775	94,46,671	7,37,191	2,95,988					
1890	...	39,98,98,614	4,40,57,665	2,98,26,815	7'46	41,83,278	2,03,43,530	10,37,019	+ 42,62,988	96,88,212	6,67,804	2,45,907					
1891	...	39,92,94,683	4,56,87,001	3,60,37,028	9'03	43,93,426	1,86,94,054	26,45,392	+ 1,03,04,156	99,44,845	8,11,666	3,27,736					
1892	...	40,02,73,362	4,91,41,600	3,48,16,719	8'70	37,25,754	2,06,47,164	20,88,760	+ 83,55,041	1,00,65,784	7,69,347	3,12,903					
1893	...	40,68,96,213	5,08,44,654	3,60,94,293	8'87	41,26,889	2,54,46,780	17,04,125	+ 68,16,499	1,00,88,983	7,83,529	3,14,992					
1894	...	41,02,12,212	5,26,89,485	3,64,26,405	8'88	43,37,988	2,43,89,582	15,39,767	+ 61,59,068	1,01,41,094	8,20,179	2,41,182					
1895	...	41,59,93,876	5,41,50,856	3,78,34,726	9'10	45,73,681	2,61,01,122	14,29,078	+ 57,30,845	1,01,77,466	9,47,391	3,98,809					
1896	...	42,05,41,859	5,40,69,142	3,67,77,682	8'75	46,90,562	2,58,59,455	12,45,733	+ 49,81,932	1,06,38,927	9,33,266	3,44,465					
1897	...	43,17,67,029	5,88,28,013	4,14,93,469	9'61	48,20,238	2,47,34,406	23,87,763	+ 95,51,062	1,17,36,810	11,38,196	5,16,922					
1898	...	44,49,70,192	5,97,96,060	4,08,07,269	9'17	50,46,514	2,32,64,533	24,99,244	+ 99,96,978	1,23,58,300	10,24,657	3,68,008					
1899	...	46,48,16,064	6,35,45,974	4,26,60,018	9'18	54,64,902	2,21,45,516	30,09,920	+ 1,20,39,680	1,26,78,629	11,39,689	4,41,813					
1900	...	48,06,19,366	6,84,74,972	4,47,15,571	9'30	60,18,054	2,15,60,963	18,09,104	+ 1,53,27,450	1,26,96,415	13,33,419	5,50,699					
1901	...	49,44,34,925	7,03,96,636	4,57,13,311	9'25	65,46,878	2,16,82,360	18,51,450	+ 1,56,32,623	1,29,54,075	14,05,248	6,42,940					

* Including Rs. 3,51,30,587 on account of

† Including annuity charges, as

‡ The gain in 1900 was due to

Index to Appendix 7.

	Page.		Page.		Page.
Ahmedabad-Parantij	60	Birur-Shimoga	73	Gaekwar's Mehsana	72
Amrāoti	69	Bombay, Baroda and Central India	52	Great Indian Peninsula	33
Assam-Bengal	38	Brahmaputra-Sultanpur	59	Guntakal-Mysore frontier	41
Bārsi Light	68	Burma	43	Gwalior Light	75
Bengal and North-Western (Com-pany's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore fron- tier)	73
Bengal Dooars	61	Cooch Behar	76	Howrah-Amra	67
Bengal Dooars extensions	61	Darjeeling-Himalayan	56	Howrah-Sheakhala	68
Bengal-Nagpur	31	Delhi-Umballa-Kalka	63	Hyderabad-Godavari Valley	73
Bezwaia extension	35	Deoghur	32	Indian Midland	34
Bhāvnagar-Gondal-Junāgad-Porbandar	78	Dhond Māmad	79	Jammu and Kashmir (Native state section)	76
Bhopal-Itārsi, (British section)	34	Dhrāngadā	46	Jāmnagar	78
Bhopal-Itārsi (Native state section)	70	Dibru-Sadiya	46	Jetalsar-Rājkot	78
Bhopal-Ujjain	70	Eastern Bengal State	30	Jodhpur	77
P. kaner	77	East Coast State	74	Jodhpur-Hyderabad (British section)	39
Bina-Goonā-Bārān	69	East Indian			
		Gae' war's Dabhoi			

DIX 7.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

WORKED BY COMPANIES.											CLASS : OF RAIL- WAYS.
5' 6"											GAUGE.
4 (a).											Class : No.
CENTRAL.				BENGAL-NAGPUR.							Railway.
Per cent on Capital outlay.	Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Calendar year.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
...	...	...	...	28,62,990	...	...	...	83,911	...	-83,911	1879
...	...	...	...	55,49,511	1,03,952	28,215	0'51	1,58,804	...	-1,30,589	1880
...	51,616	...	-51,616	73,65,710	2,81,529	66,056	0'90	2,62,932	...	-1,96,876	1881
...	1,85,534	...	-1,85,534	90,64,388	6,04,386	1,89,171	2'00	3,39,967	...	-1,50,796	1882
...	3,17,449	...	-3,56,839	96,43,590	13,20,021	6,83,860	7'09	3,73,283	...	+3,10,577	1883
...	3,62,189	...	-4,81,871	1,06,34,112	13,23,014	6,58,030	6'19	4,24,400	...	+2,33,630	1884
0'09	3,60,162	...	-3,51,929	1,50,66,406	14,14,889	4,93,575	3'28	5,86,281	...	-92,706	1885
...	3,75,210	...	-4,17,738	1,81,70,455	14,24,521	5,33,514	2'94	7,29,554	...	-1,56,041	1886
...	4,60,840	...	-4,68,768	2,42,30,987	14,47,705	3,03,207	1'25	13,35,563	...	-10,32,356	1887
1'71	5,19,942	...	-3,61,797	5,23,92,291	16,09,195	5,62,971	1'07	22,17,333	...	-16,54,362	1888
3'13	5,18,693	...	-2,22,705	7,08,75,456	19,96,930	4,03,160	0'57	29,66,364	...	-25,93,204	1889
2'54	4,39,962	58,992	-2,53,047	8,14,66,762	28,64,578	5,47,463	0'67	33,83,852	...	-28,41,389	1890
3'30	4,72,482	73,429	-2,18,175	9,08,04,164	54,57,356	26,84,453	2'96	35,05,676	...	-8,21,223	1891
3'11	5,30,251	74,600	-2,91,948	9,56,14,736	60,83,562	30,08,166	3'15	39,05,345	...	-8,97,179	1892
3'12	5,37,007	79,647	-3,01,662	9,80,08,424	64,17,751	32,62,220	3'33	43,97,594	...	-11,35,374	1893
2'37	6,11,415	...	-3,70,213	9,81,73,789	66,90,648	32,58,414	3'32	45,83,933	...	-13,25,579	1894
3'92	6,08,944	85,023	-2,95,158	9,88,94,777	68,74,740	35,41,444	3'58	48,56,800	...	-13,15,356	1895
3'20	5,69,175	91,306	-3,16,016	11,05,30,319	63,68,525	29,27,869	2'65	48,27,504	...	-18,99,635	1896
4'40	5,36,809	95,271	-1,15,158	13,04,58,784	62,00,309	29,79,559	2'28	51,35,240	...	-21,55,681	1897
2'98	5,19,231	1,20,642	-2,71,865	14,67,03,520	68,79,193	33,63,854	2'29	54,23,186	...	-20,59,332	1898
3'48	5,07,035	97,581	-1,62,803	16,65,90,365	90,73,460	47,21,814	2'83	59,75,853	...	-12,54,039	1899
4'34	5,04,98	1,24,611	-78,897	17,41,74,601	1,29,75,223	77,13,050	4'43	64,90,637	...	† +12,22,413	1900
4'96	5,08,291	1,46,144	-11,495	21,05,53,438	1,30,06,174	61,29,230	2'91	79,80,021	1,78,810	-20,29,601	1901

premium paid for the purchase of line,
the figures cannot be separated,
exceptional famine traffic.

	Page.		Page.		Page.
Jorhat	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	64
Karaikal-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khamgaon	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhapur	74	Palanpur-Deesa (State portion)	37	Southern-Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Palanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Pettlad-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutupet)	43
Ludhiana-Dhuri-Jakkhal	76	Pettlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	53
Madras	52	Pondicherry	81	Tarakeshwar-Magra	65
Madras (North East line)	36	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur Balipara	66
Mymensingh-Jamulpur-Jagannath-ganj	59	Rajpipla	75	Tirhoot State	38
Mysore-Nanjangud	74	Rajputana-Bhatinda	75	Udaipur-Chitor	77
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	36	Wardha Coal	32
Nagda-Ujjain	70	Ranaghat-Krishnagar	66	West of India Portuguese	3
Nalgiri	60				

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS: OF RAILWAYS.		STATE LINES											
GAUGE.		5' 6"											
Class : No.													
Railway.		DHOND-MANMAD.						WARDHA COAL.					
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
1870 . .	98,90,308	4,67,557	-27,664	...	4,07,525	-4,35,189	55,99,772	1,65,158	6,073	0'11	2,51,434	-2,45,361	
1880 . .	1,07,29,227	6,95,094	65,145	0'61	4,76,299	-4,11,154	57,32,921	3,02,879	-1,31,730	...	2,57,032	-3,83,762	
1881 . .	99,49,346	6,33,852	1,22,588	1'23	3,93,438	-2,70,850	58,80,923	4,75,988	1,19,447	2'03	2,37,916	-1,18,469	
1882 . .	99,25,416	7,39,558	1,59,192	1'60	3,97,802	-2,38,610	60,94,186	5,95,622	98,287	1'61	2,38,834	-1,40,547	
1883 . .	1,00,64,757	8,22,833	1,92,139	1'91	4,02,585	-2,10,446	63,93,758	7,64,702	5,89,382	9'22	2,47,602	+3,41,780	
1884 . .	1,02,49,438	8,77,100	2,03,785	1'99	4,08,283	-2,04,498	66,20,641	6,81,037	2,11,860	3'20	2,61,176	-49,316	
1885 . .	1,02,63,278	9,07,422	2,20,623	2'15	4,10,544	-1,89,521	66,65,755	6,53,649	1,46,395	2'20	2,64,219	-1,17,924	
1886 . .	1,09,26,745	9,84,718	2,33,764	2'14	4,30,353	-1,96,589	71,93,093	7,28,205	1,35,935	1'89	2,78,228	-1,42,292	
1887 . .	1,09,46,935	9,60,390	2,27,338	2'08	4,37,893	-2,10,555	71,00,635	7,68,052	1,31,981	1'86	2,89,465	-1,57,484	
1888 . .	1,09,75,115	10,31,762	2,55,445	2'33	4,38,458	-1,83,013	70,91,230	8,71,430	1,98,020	2'79	2,84,523	-86,503	
1889 . .	1,09,88,830	10,08,616	2,40,427	2'27	4,39,319	-1,89,892	70,54,755	8,62,694	2,99,621	4'25	2,82,844	+16,777	
1890 . .	1,09,93,448	10,61,316	2,63,134	2'39	4,39,629	-1,76,495	70,06,181	9,33,326	2,75,001	3'93	2,81,256	-6,295	
1891 . .	1,10,44,039	11,90,340	3,08,583	2'79	4,40,296	-1,31,713	49,81,196	2,58,971	60,053	1'21	2,93,779	-1,43,726	
1892 . .	1,10,73,028	12,18,412	3,28,335	2'96	4,42,535	-1,14,200	49,87,689	2,32,986	34,096	0'63	1,99,337	-1,65,241	
1893 . .	1,11,37,125	12,90,798	3,48,572	3'13	4,44,246	-95,674	49,87,689	2,10,856	89,213	1'79	1,99,484	-1,10,271	
1894 . .	1,12,11,642	13,61,866	3,81,993	3'41	4,48,018	-66,025	49,87,689	2,20,237	89,289	1'79	1,99,508	-1,10,219	
1895 . .	1,13,18,247	14,04,021	4,08,233	3'61	4,50,104	-41,871	49,90,794	1,93,552	76,362	1'53	1,99,539	-1,23,177	
1896 . .	1,13,73,050	13,11,585	3,67,395	3'23	4,55,018	-87,623	49,96,305	2,06,078	83,859	1'61	1,99,745	-1,15,886	
1897 . .	1,14,06,534	12,01,143	2,81,272	2'41	4,56,230	-1,74,958	49,96,325	1,98,858	58,531	1'17	1,99,794	-1,41,263	
1898 . .	1,14,23,076	11,18,296	2,89,536	2'51	4,56,411	-1,66,875	49,96,325	2,02,600	77,827	1'56	1,99,853	-1,22,026	
1899 . .	1,15,34,107	11,55,032	2,99,555	2'60	4,59,296	-1,59,741	49,96,325	2,07,216	82,500	1'65	1,99,852	-1,17,352	
1900 . .	*	7,25,613	2,11,531	...	2,30,220	-18,686	*	1,75,380	80,754	...	99,927	-19,173	
1901 . .	Amalgamated with Great Indian Peninsula railway						Amalgamated with Great Indian Peninsula railway						

* Included with the Great Indian Peninsula railway

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Bārsi Light	38	Burma	43	Gwalior Light	41
Bengal and North-Western (Company's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	75
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore frontier)	57
Bengal Dooars	61	Cooch Behar	76	Howrah-Amra	73
Bengal Dooars extensions	31	Darjeeling-Himalayan	56	Howrah-Sheakhala	67
Bengal-Nāgpur	61	Delhi-Umballa-Kalka	63	Hyderabad-Godāvari Valley	68
Bazwada extension	35	Deoghur	32	Indian Midland	73
Bhāvnagar-Gondal-Junāgadh-Porbandar	78	Dhond-Mānmad	79	Jammu and Kashmir (Native State section)	34
Bhopal-Bārsi (British section)	14	Dhrāngadā	62	Jāmna	76
Bhopal-Bārsi (Native State section)	70	Dibru-Sadiya	46	Jetalpur-Rajkot	78
Bhopal-Ujjain	77	Eastern Bengal State	30	Jodhpur	78
Bikaner	70	East Coast State	74	Jodhpur Hyderabad (British section)	77
Bina-Guna-Bārān	69	East Indian			39
		Gaekwar's Dabhoi			

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 Report).

WORKED BY COMPANIES.

S' 6"									CLASS: OF RAILWAYS.
S (a)									GAUGE.
GREAT INDIAN PENINSULA.									Class: No.
									Railway.
Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Guaranteed interest.	Annuity.	Company's share of net traffic receipts.	Gain or loss to the State.	Calendar year.
£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
23,462,648	25,59,56,152	2,52,48,315	1,01,90,602	3'98	1,24,65,646	...	6,14,291	—28,89,335	1879
23,457,141	25,58,96,113	2,49,53,53	1,11,05,551	4'34	1,24,93,200	...	5,53,836	—19,11,485	1880
23,612,059	25,75,86,095	3,20,56,823	1,61,74,097	6'28	1,24,93,200	...	18,23,748	+18,57,149	1881
23,612,463	25,75,90,499	3,53,63,201	1,80,88,483	7'02	1,24,93,200	...	32,05,883	+23,89,400	1882
23,902,881	26,07,58,700	3,51,14,365	1,75,36,005	6'72	1,25,12,825	...	33,22,918	+17,00,262	1883
24,153,947	26,34,97,600	3,36,56,544	1,59,55,250	6'06	1,42,81,503	...	24,76,043	—8,02,301	1884
24,607,304	26,81,43,316	3,64,32,017	1,79,31,397	6'68	1,51,17,467	...	26,97,344	+1,16,536	1885
24,685,303	26,92,99,673	3,92,57,907	2,08,78,390	7'75	1,60,91,138	...	39,89,569	+7,97,693	1886
24,784,517	27,03,76,543	3,99,27,468	2,10,80,237	7'80	1,66,44,568	...	41,03,068	+3,32,601	1887
24,987,725	27,25,93,364	4,10,59,219	2,16,35,667	7'94	1,72,31,176	...	43,31,246	+23,245	1888
25,211,998	27,50,39,981	3,70,68,814	1,78,91,616	6'51	1,74,32,160	...	26,82,255	—22,27,799	1889
25,458,497	27,77,29,064	3,81,45,242	1,90,22,952	6'85	1,55,23,271	...	31,04,971	+3,24,710	1890
25,439,314	27,75,19,781	4,52,55,333	2,32,50,708	8'38	1,67,57,162	...	51,89,008	+13,04,413	1891
25,411,582	27,72,17,255	4,06,65,627	2,01,95,097	7'28	1,83,04,314	...	38,13,506	—24,22,723	1892
25,418,604	27,72,93,860	3,88,13,742	1,79,90,922	6'49	1,91,65,618	...	29,25,476	—41,00,172	1893
25,585,002	27,91,09,112	3,62,74,296	1,62,42,786	5'82	2,18,32,651	...	30,40,331	—86,30,196	1894
25,624,430	27,95,39,235	3,37,90,194	1,47,16,901	5'26	2,16,97,060	...	16,20,361	—86,00,520	1895
25,577,674	27,90,29,173	3,44,19,629	1,54,05,060	5'52	2,02,18,872	...	21,53,237	—69,67,069	1896
25,601,181	27,92,85,611	2,84,32,402	93,83,654	3'36	1,89,46,479	...	...	—95,62,825	1897
25,808,652	28,18,37,621	3,48,77,496	1,41,02,053	5'00	1,83,20,513	...	13,57,327	—55,75,787	1898
26,053,839	28,55,49,756	3,58,09,431	1,56,57,520	5'48	1,79,65,944	...	17,77,032	—40,84,456	1899
‡ 25,082,787	42,77,71,327	3,46,31,925	95,17,130	1'55	89,65,500	...	14,48,203	—8,76,573	1900
...	42,88,90,745	4,16,57,453	2,16,44,151	5'05	24,34,267	94,83,839	...	—5,91,073	
...	42,88,90,745	4,16,57,453	2,16,44,151	5'05	48,96,968	1,90,87,910	2,72,210	—26,67,344	1901

§ Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal and Dhond-Manmad railways,

|| Including Rs. 12,24,41,611 for premium paid for the purchase of line.

¶ For second half of 1900.

** Up to the first-half of 1900.

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Khamgaon	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhapur	74	Pālanpur-Deesa (State portion)	37	Southern-Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Pālanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Petlad-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutpet)	43
Ludhiana-Dhuri-Jakhal	76	Petlad-Cambay (Tarapur-Cambay section)	71	Tāpti Valley	58
Madras	52	Pondicherry	81	Varakeshwar-Magra	65
Madras (North East line)	36	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bālipara	61
Mymensingh-Jamālpur-Jagannathganj	59	Rajpipla	75	Tirhoot State	58
Mysore-Nanjangud	74	Rajputana-Malwa	36	Udaipur-Chitor	77
Mysore section (Southern Mahratta)	40	Rānaghat-Krishnagar	66	Wardha Coal	32
Nāgdā-Ujjain	70			West of India Portuguese	20
Nalgūdi	60				

Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph

CLASS : RAILWAYS.								STATE LINES		
GAUGE.								5' 6"		
Class : No.								8 (d).		
Railway.								INDIAN MIDLAND.		
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Com-pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879	73,22,551	90,916	—31,772	...	3,06,178	...	—3,37,950	...	...	...
1880	81,63,253	2,01,823	20,129	0'25	3,57,620	...	—3,37,491	...	...	...
1881	86,16,663	3,01,681	28,342	0'91	3,48,809	...	—2,70,467	...	...	...
1882	87,63,714	3,29,295	92,231	1'05	3,47,303	...	—2,55,072	12,50,000	...	...
1883	92,92,537	3,38,511	1,59,716	1'72	3,56,750	...	—1,97,034	12,50,000	...	...
1884	1,18,68,111	3,63,326	1,72,603	1'45	3,74,122	...	—2,01,515	12,50,000	7,664	—1,406
1885	1,60,14,107	3,94,091	1,99,680	1'24	6,48,112	...	—4,48,432	12,50,000	27,425	—3,874
1886	2,48,06,293	3,91,832	2,14,526	0'86	18,69,268	...	—16,54,742	12,50,000	27,822	—3,240
1887	5,10,96,457	6,32,204	2,78,043	0'54	20,00,184	...	—17,22,141	12,50,000	48,227	3,850
1888	6,96,63,213	10,27,638	3,74,204	0'54	28,55,488	...	—24,81,284	12,50,000	55,117	5,340
1889	7,84,45,085	30,69,255	6,33,411	0'81	31,24,456	...	—24,91,045	12,50,000	79,163	—5,422
1890	8,32,79,427	31,24,365	5,99,780	0'72	36,09,286	...	—30,09,506	12,85,077	87,765	—16,572
1891	8,52,46,146	41,62,361	13,52,172	1'59	33,12,200	...	—19,60,028	15,13,568	1,30,584	48,607
1892	8,65,79,006	44,77,625	17,26,260	1'99	37,23,985	...	—19,97,725	17,46,208	1,53,099	56,397
1893	8,71,62,843	44,59,053	17,00,409	1'95	41,40,194	...	—24,39,785	20,25,058	1,69,162	52,038
1894	8,78,06,437	52,22,033	22,02,334	2'51	42,59,815	...	—20,57,481	21,71,496	1,61,638	61,455
1895	8,81,49,985	44,91,707	16,48,360	1'87	45,97,495	...	—29,49,135	22,47,963	1,42,658	46,114
1896	9,25,53,896	48,51,951	20,17,829	2'18	44,23,983	...	—24,06,154	22,71,877	1,63,688	62,744
1897	9,77,94,421	54,89,540	24,06,565	2'46	42,53,893	...	—18,47,328	22,97,134	1,52,215	61,135
1898	9,96,74,805	56,25,823	25,11,911	2'52	39,99,986	...	—14,88,075	23,44,365	1,93,364	79,435
1899	10,16,34,072	64,77,226	27,82,950	2'74	39,66,461	...	—11,83,511	23,61,938	2,09,611	84,080
1900	10,31,35,002	90,60,560	48,72,287	4'72	38,18,460	...	+ 10,53,827	23,87,339	2,55,120	1,27,332
1901	10,58,27,081	82,43,068	47,50,587	4'02	38,82,861	1,88,161	+ 1,79,562	25,46,891	2,92,861	1,44,235

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Assam-Bengal	38	Brahmaputra-Sultanpur	59	Guntakal-Mysore frontier	41
Barsi Light	68	Burma	43	Gwalior Light	75
Bengal and North-Western (Com-pany's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore fron-tier)	73
Bengal Doars	61	Cooch Behar	76	Howrah-Amra	67
Bengal Doars extensions	61	Darjeeling-Himalayan	67	Howrah-Sheakhalla	63
Bengal-Nagpur	31	Dehli-Umballa-Kalka	56	Hyderabad-Godavari Valley	73
Rezwada extension	31	Deoghur	63	Indian Midland	34
Bhavnagar-Gondal-Junagad Forbandar	78	Dhond-Manmad	32	Jammu and Kashmir (Native State section)	76
Bhopal-Itarsi (British section)	34	Dhrangadra	79	Jamnagar	78
Bhopal-Itarsi (Native State section)	70	Dibru-Sadiya	46	Jetalsar-Rajkot	78
Bhopal-Ujjain	70	Eastern Bengal State	46	Jodhpur	77
Bikaner	77	East Coast State	30	Jodhpur-Hyderabad (British section)	39
Bina-Goonar-Baran	69	East Indian	74		
		Gaekwar's Dabhoi			

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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

WORKED BY COMPANIES.									CLASS: OF RAILWAYS.
5' 6"									GAUGE.
8 (g)									Class: No.
(BRITISH SECTION).									Railway.
10 (b)									Calendar year.
BEZWADA EXTENSION.									
Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	1881
...	50,000	—50,000	...	...	...	...	...	...	1882
...	50,000	—50,000	...	...	...	...	...	...	1883
...	50,000	—51,406	...	...	...	...	...	...	1884
...	50,000	—53,874	...	...	...	...	...	...	1885
...	50,000	—53,240	...	...	...	...	...	...	1886
0'31	50,000	—46,150	8,11,654	...	...	...	16,363	—16,363	1887
0'43	50,000	—44,660	11,56,237	...	...	...	39,357	—39,357	1888
...	50,000	—55,422	13,46,302	76,671	16,326	1'21	53,530	—37,204	1889
...	50,351	—66,923	13,90,830	74,731	16,318	1'17	54,530	—38,212	1890
3'21	57,713	—9,106	14,11,077	87,367	28,699	2'03	56,266	—27,567	1891
3'23	69,131	—12,734	14,17,674	98,779	28,347	2'00	56,584	—28,237	1892
2'57	78,429	—26,391	14,21,456	1,08,386	33,972	2'39	56,888	—22,916	1893
2'83	83,509	—22,054	14,26,901	1,71,016	71,270	5'00	57,122	+14,148	1894
2'05	89,323	—43,209	14,31,642	95,119	95,119	6'64	57,239	+37,880	1895
2'76	90,107	—27,363	14,35,588	73,057	38,496	2'68	57,406	—18,910	1896
2'66	91,806	—30,671	14,95,418	1,66,800	56,645	3'79	58,383	—1,738	1897
3'42	92,477	—13,042	15,01,343	1,69,061	95,390	6'35	59,569	+35,821	1898
3'56	93,303	—9,223	15,02,651	3,12,172	1,84,365	12'27	60,101	+1,24,264	1899
5'33	95,293	+32,039	15,02,618	3,56,446	2,38,989	15'90	60,106	+1,78,883	1900
5'66	98,989	+45,246	11,51,678	2,77,177	1,56,929	13'64	35,509	+1,21,420	1901

Jorhāt	50
Kāraikkāl-Peralam	80
Khamgān	69
Kolar Gold-fields	72
Kolhāpur	74
Ledo and Tikak-Margherita Colliery.	62
Lucknow-Bareilly	39
Ludhiana-Dhuri-Jakhal	76
Madras	52
Madras (North East line)	36
Morvi	79
Mymensingh-Jamālpur-Jagannath-ganj	59
Mysore-Nanjangud	74
Mysore section (Southern Mahratta)	40
Nāgda-Ujjain	70
Nilgiri	60

Nizam's Guaranteed State	72
North Western State	48
Nowshera-Durgai	48
Oudh and Rohilkhand State	47
Pālanpur-Deesa (State portion)	37
Pālanpur-Deesa (Darbar portion)	71
Petlad Cambay (Anand-Tarapur section)	71
Petlad Cambay (Tarapur Cambay section)	71
Pondicherry	81
Powayan Light	64
Raipur-Dhamtari	44
Rajpipla	75
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Rājputana-Malwa	36
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Appendix F.

Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS : OF RAILWAYS.								STATE LINES		
GAUGE.								5' 6"		
Class : No.								11 (b).		
Railway.								9 (f) and (g)		
MADRAS (NORTH-EAST LINE).								✓ RAJPUTANA		
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879	7,06,47,354	38,64,927	15,41,503
1880	8,38,87,014	52,12,511	17,33,714
1881	9,30,43,645	94,70,410	35,96,044
1882	9,91,83,933	1,14,82,614	52,84,668
1883	11,08,57,933	1,35,64,166	63,39,208
1884	11,92,08,595	1,46,20,446	61,92,677
1885	12,22,63,117	1,73,00,501	79,71,964
1886	12,80,59,407	1,82,58,610	82,55,549
1887	12,87,60,487	1,65,28,203	81,24,547
1888	12,96,59,656	1,86,14,714	96,31,727
1889	13,02,53,556	1,99,30,005	91,32,788
1890	13,00,01,510	1,74,28,281	86,42,525
1891	13,17,20,440	2,17,80,570	1,23,17,065
1892	14,34,24,072	2,24,00,454	1,32,14,774
1893	14,30,06,325	2,26,33,265	1,33,25,640
1894	14,72,89,588	2,51,44,700	1,54,75,342
1895	15,05,55,687	2,45,42,974	1,44,02,358
1896	15,03,08,345	2,10,21,002	1,13,79,807
1897	14,94,51,051	1,84,74,358	1,00,97,008
1898	15,03,74,730	2,23,17,315	1,19,05,921
1899	15,14,26,773	2,60,94,541	1,47,30,148
1900	15,31,25,211	2,21,75,054	1,60,55,050
1901 . . .	6,07,27,375	45,68,155	20,31,210	3'34	24,51,072	...	-4,19,862	15,43,58,624	2,78,62,296	1,48,89,645

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Bengal and North-Western (Com- pany's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore, front- ier)	73
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Bhopal Itarsi (British section)	34	Dhrangadra	79	Jamnagar	78
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Bhopal-Ujjain	70	Eastern Bengal State	46	Jodhpur	77
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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.										CLASS: OF RAILWAYS.
3' 38"										GAUGE.
9 (f).										Class: No.
MALWA.				PALANPUR-DEESA (STATE PORTION).						Railway.
Percentage on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Interest.	Gain or loss to the State.	Calendar year.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
2'18	28,43,439	...	—13,01,536	...	...	...	...	...	...	1879
2'07	35,81,449	...	—18,47,733	...	...	...	...	...	...	1880
3'86	37,48,505	...	—1,52,461	...	...	...	...	...	...	1881
5'31	38,74,919	...	+14,09,749	...	...	...	...	...	...	1882
5'72	40,74,808	...	+22,64,400	...	...	...	...	...	...	1883
5'19	43,90,548	...	+18,02,129	...	...	...	...	...	...	1884
6'52	49,10,379	...	+30,61,585	...	...	...	...	...	...	1885
6'99	51,72,731	6,28,054	+31,54,764	...	...	...	...	...	...	1886
6'31	51,86,573	5,05,190	+24,31,779	...	...	...	...	...	...	1887
7'43	52,27,345	4,29,908	+29,04,474	...	...	...	...	...	...	1888
7'01	52,48,893	8,56,110	+30,27,785	...	...	...	...	...	...	1889
6'65	52,51,288	6,57,951	+27,73,586	...	...	...	...	...	...	1890
9'35	53,13,844	8,78,835	+61,24,385	...	...	...	...	...	...	1891
9'21	56,14,176	13,45,763	+62,54,835	46,746	...	...	...	1,031	—1,031	1892
9'32	57,00,808	13,24,918	+62,99,914	1,78,953	2,131	1,110	0'63	5,371	—4,261	1893
10'51	58,77,844	15,63,148	+80,31,350	2,14,601	20,163	11,781	5'49	8,783	+2,998	1894
9'57	59,78,606	16,21,635	+68,02,117	2,15,374	20,531	11,512	5'35	8,378	+3,134	1895
7'57	60,63,242	9,93,351	+43,23,214	2,32,746	28,765	15,072	6'47	9,149	+5,923	1896
6'76	60,48,581	5,09,720	+35,38,707	2,33,264	24,131	12,243	5'25	9,305	+2,938	1897
7'91	60,77,309	9,53,967	+48,74,715	2,33,264	21,306	11,628	4'99	9,331	+2,297	1898
9'73	60,92,658	9,92,364	+76,45,126	2,33,264	24,889	13,618	5'84	9,330	+4,288	1899
10'48	61,35,151	21,67,510	+77,52,289	2,33,264	26,585	12,616	5'41	9,330	+3,826	1900
9'65	61,89,498	13,785	+86,86,362	2,33,264	20,516	10,548	4'52	9,330	+1,218	1901

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Karaikkal-Peralam	50
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Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

STATE LINES

CLASS : OF RAIL- WAYS.		3' 3 3/4"											
GAUGE.		14 (a)						16 (b).					
Class : No.		ASSAM-BENGAL.						TIRHOOT.					
Railway.		ASSAM-BENGAL.						TIRHOOT.					
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Interest.	Gain or loss to the State.	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
1879 . .	...	...	...	...	...	...	53,38,320	4,58,733	1,07,819	2'02	2,37,411	-1,29,592
1880 . .	...	...	...	...	...	...	56,13,274	5,51,068	2,33,662	4'16	2,50,659	-16,997
1881 . .	...	...	...	...	...	...	72,02,917	5,84,255	2,36,200	3'28	2,67,245	-31,045
1882 . .	...	...	...	...	...	...	1,07,92,877	6,60,022	2,54,047	2'36	3,86,612	-1,32,565
1883 . .	...	...	...	...	...	...	1,32,83,024	8,92,441	2,59,705	1'96	4,99,014	-2,39,309
1884 . .	...	...	...	...	...	...	1,48,64,982	11,90,072	2,66,582	1'79	5,74,369	-3,07,787
1885 . .	...	...	...	...	...	...	1,44,47,916	12,78,634	3,59,269	2'49	5,86,195	-2,26,926
1886 . .	...	...	...	...	...	...	1,54,33,549	14,86,638	5,01,189	3'25	6,30,914	-1,29,755
1887 . .	...	...	...	...	...	...	1,97,49,195	17,22,955	6,95,725	3'52	7,79,801	-84,076
1888 . .	...	...	...	...	...	...	2,07,78,252	18,07,283	7,98,875	3'85	8,17,485	-18,610
1889 . .	...	...	...	...	...	...	2,12,28,094	18,96,674	9,78,246	4'61	8,41,932	+1,36,314
1890 . .	...	...	...	...	...	...	2,29,94,165	23,92,977	13,21,797	5'75	9,41,207	+3,80,590
1891 . .	1,53,203	...	...	...	5,893	-5,893	2,34,99,148	24,89,279	13,53,848	5'76	9,34,385	+4,19,463
1892 . .	30,16,133	...	...	...	2,66,378	-2,66,378	2,43,25,804	21,84,862	13,15,815	5'41	9,50,025	+3,65,790
1893 . .	1,07,63,192	...	...	...	6,09,987	-6,09,987	2,49,02,833	26,81,190	13,43,133	5'39	10,01,205	+3,41,928
1894 . .	2,46,89,198	...	...	...	8,76,954	-8,76,954	2,50,08,061	29,42,305	14,63,223	5'85	9,98,388	+4,64,835
1895 . .	4,04,38,298	2,14,426	-8,047	...	13,95,636	-14,03,683	2,56,02,092	30,89,644	14,88,367	5'81	10,18,013	+4,70,354	
1896 . .	5,21,39,304	6,18,785	33,238	0'06	23,73,034	-23,39,796	2,60,38,655	31,61,172	14,85,320	5'70	10,27,821	+4,57,509	
1897 . .	6,37,67,401	9,90,640	72,214	0'11	22,56,279	-21,84,055	3,11,00,098	32,38,109	15,54,07	5'00	10,38,630	+5,16,277	
1898 . .	7,56,41,721	13,08,124	54,551	0'07	24,45,275	-23,90,724	3,46,48,176	31,44,140	13,11,183	4'59	13,18,764	+2,72,419	
1899 . .	8,69,56,236	16,19,646	3,22,794	0'37	28,63,084	-25,40,380	3,80,27,533	34,24,808	13,80,161	3'63	14,62,603	-82,442	
1900 . .	9,56,01,772	17,09,955	3,64,364	0'38	33,31,350	-29,67,026	4,30,15,249	36,47,197	15,16,850	3'53	16,19,231	+1,02,381	
1901 . .	10,41,49,467	21,34,252	4,56,654	0'44	35,06,252	-30,49,598	4,61,91,293	43,16,760	21,98,807	4'76	17,67,799	+4,31,008	

* The loss in 1899 was due to flood damages and temporary stoppage of traffic.

† The loss in 1900 was due to the inclusion of the capital outlay on the Hajipur-Katihar extension, only portion of which was opened in 1900.

‡ The gain in 1901 was due to the completion of the Hajipur-Katihar extension.

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Bārsi Light	68	Burma	43	Gwalior Light	75
Bengal and North-Western (Com- pany's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	40	Hindupur (Yesvantpur-Mysore fron- tier)	73
Bengal Dooars	61	Cooch Behar	76	Howrah-Amra	67
Bengal Dooars extensions	61	Darjeeling-Himalayan	67	Howrah-Sheakhala	68
Bengal-Nāgpur	31	Delhi-Umballa-Kalka	63	Hyderabad-Godāvari Valley	73
Berwada extension	35	Deoghur	32	Indian Midland	34
Bhāvnagar-Gondal-Junāgadh-Portbandar	78	Dhond-Mānmad	79	Jammu and Kashmir (Native State sec- tion)	76
Bhopal-Itarsi (British section)	34	Dhrāngadrā	46	Jāmnagar	78
Bhopal-Itarsi (Native State section)	70	Dibru-Sadiya	46	Jetalsar-Rājkot	78
Bhopal-Ujjain	77	Eastern Bengal State	30	Jodhpur	77
Bikaner	70	East Coast State	74	Jodhpur-Hyderabad (British section)	39
Bina-Goonā Barān	69	East Indian			
		Gaekwar's Dabhoi			

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

WORKED BY COMPANIES.

3' 3½"													CLASS : OF RAIL- WAYS.
17 (b).							18 (c).						GAUGE.
LUCKNOW-BAREILLY.							✓ JODHPUR-HYDERABAD (BRITISH SECTION).						Class: No.
Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Interest	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Interest.	Gain or loss to the State.	Railway.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Calendar year.
...	...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	...	1882
4,84,915	...	...	...	11,192	...	—11,192	...	...	...	...	...	...	1883
13,43,699	10,239	839	0'06	36,572	...	—35,733	...	...	...	...	...	...	1884
25,45,567	82,827	17,243	0'68	53,247	...	—36,004	...	...	...	...	...	...	1885
42,16,146	1,15,295	28,729	0'68	1,48,570	...	—1,19,841	...	...	...	...	...	...	1886
52,24,221	2,92,470	67,924	1'30	1,85,046	...	—1,17,122	...	...	...	...	...	...	1887
52,82,870	3,57,327	99,031	1'87	2,03,503	...	—1,04,472	...	...	...	...	...	...	1888
54,59,585	4,28,731	1,47,863	2'70	2,16,189	...	—68,321	...	...	...	...	...	...	1889
65,33,824	4,56,738	1,32,338	2'02	2,30,699	...	—98,361	...	...	...	...	...	...	1890
79,17,846	4,95,063	1,73,011	2'19	2,72,065	...	—99,054	2,31,401	...	...	...	5,356	—5,356	1891
81,66,804	6,82,836	2,74,601	3'36	3,07,651	11,501	—44,551	16,31,818	33,206	—1,949	...	59,649	—61,598	1892
83,89,362	7,28,878	2,73,541	3'26	3,26,770	2,135	—55,364	16,61,091	1,30,817	16,471	0'99	65,767	—49,296	1893
85,93,058	9,72,269	4,48,218	5'22	3,45,323	79,310	+ 23,585	17,27,619	1,45,222	36,062	2'08	68,940	—32,878	1894
87,22,466	8,25,934	3,13,116	3'59	3,56,596	15,834	—59,314	17,74,095	1,68,139	46,609	2'63	71,080	—24,471	1895
89,63,620	8,27,599	3,02,071	3'37	3,48,885	13,415	—60,229	18,00,799	1,87,503	64,376	3'57	71,420	—7,044	1896
93,02,715	8,27,371	3,35,776	3'61	3,61,550	26,980	—52,754	18,37,796	2,05,182	59,413	3'23	73,552	—14,139	1897
94,90,476	10,34,088	5,00,200	5'27	3,64,852	66,721	+ 68,627	20,19,772	2,22,647	70,159	3'47	77,553	—7,394	1898
94,97,485	12,72,160	6,33,355	6'63	3,65,537	76,332	+ 1,91,486	33,48,948	2,25,242	88,463	2'64	1,07,380	—18,917	1899
99,21,432	12,53,801	6,51,957	6'57	3,73,097	1,47,611	+ 1,31,249	41,71,409	1,93,211	65,933	1'10	1,78,984	—1,13,051	1900
1,01,83,243	13,72,520	7,58,124	7'44	3,91,796	97,195	+ 2,67,133	38,81,861	4,24,307	1,73,567	4'47	1,52,429	+ 21,138	1901

* Including the Hyderabad-Rahoki section.

† The gain in 1901 was due to the completion of the line which previously was only partially open.

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62	Palampur-Deesa (Darbar portion)	71	Southern Punjab	40
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76	Petlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	43
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Appendix 7.
Gain or loss.*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

CLASS OF RAILWAYS.								STATE LINES		
Gaug.								3' 3 1/2".		
Class : No.								21 (a).		
Railways.								21 (b).		
								SOUTHERN MAHRATTA.		
								MYSORE SECTION		
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent age on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879 . . . .	...	...	...	...	...	...	...	7,98,213	...	...
1880 . . . .	...	...	...	...	...	...	...	21,37,736	...	...
1881 . . . .	...	...	...	...	...	...	...	36,56,345	1,31,525	53,753
1882 . . . .	...	...	...	...	...	...	...	45,95,058	2,88,390	1,03,495
1883 . . . .	...	...	...	...	...	...	...	57,69,057	3,02,895	99,675
1884	2,77,07,721	2,13,059	—18,131	...	14,77,195	...	—14,95,327	62,64,620	3,61,448	1,65,479
1885	3,61,00,076	8,66,226	1,40,238	0'33	19,81,340	...	—18,41,102	64,89,346	4,33,954	2,07,784
1886	6,15,07,620	16,34,918	4,68,372	0'79	26,43,220	...	—21,54,828	71,35,111	4,69,274	1,05,385
1887	7,87,73,165	30,32,417	10,03,621	1'27	34,64,086	...	—24,60,462	91,36,438	5,13,784	1,41,198
1888	8,68,84,288	38,38,616	8,85,493	1'01	31,89,505	...	—23,04,012	1,25,76,692	5,70,657	52,295
1889	9,18,52,138	40,31,604	9,61,618	1'04	32,91,520	41,700	—23,71,602	1,44,24,093	8,96,273	2,22,034
1890	9,32,83,016	44,71,095	9,14,664	0'98	31,39,444	30,036	—22,54,816	1,47,11,610	11,86,318	2,61,700
1891	9,42,66,041	47,60,557	16,29,919	1'72	35,89,851	2,58,845	—22,18,777	1,50,76,285	13,24,525	4,43,717
1892	9,61,10,671	44,33,107	13,47,979	1'40	31,85,511	3,43,266	—21,80,778	1,46,36,205	13,99,463	4,47,406
1893	9,45,71,662	57,29,918	23,16,567	2'45	35,42,479	5,34,949	—17,60,861	1,46,42,217	16,83,203	6,74,705
1894	9,51,44,496	58,50,542	20,18,567	2'12	45,87,598	5,57,556	—31,26,587	1,47,60,293	14,45,412	4,76,156
1895	9,56,02,591	64,68,011	25,88,948	2'71	46,80,290	5,22,407	—26,11,747	1,49,22,452	15,78,281	6,30,769
1896	9,60,94,788	67,12,230	29,11,959	3'03	44,45,740	7,23,698	—22,57,479	1,51,08,257	15,84,981	6,76,873
1897	9,67,12,838	64,92,310	27,82,625	2'88	42,62,866	6,97,133	—21,77,394	1,51,99,757	18,20,019	7,95,147
1898	9,74,67,550	50,61,871	15,02,414	1'54	41,10,275	5,44,277	—31,52,138	1,55,07,319	13,92,851	4,13,421
1899	9,78,60,569	58,70,516	18,95,002	1'94	40,10,557	3,85,332	—25,00,887	1,56,75,416	10,60,469	3,29,033
1900	9,82,62,274	64,66,525	22,83,366	2'32	40,02,119	5,81,807	—23,00,560	1,58,70,510	13,76,391	4,71,201
1901	9,84,64,118	56,27,471	21,11,131	1'75	40,42,851	4,92,728	—28,04,445	1,60,14,879	14,33,240	4,07,791

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Bezwada extension	35	Daghar	56
Bhuvanagar-Gondal-Iundgrd Perbandar	78	Dhond Manmad	63
Bhupal-Iarsai (British section)	34	Dhanganadra	32
Bopal-Iarsai (Native State section)	70	Dibru-Sadiya	70
Bopal-Ujjain	70	Eastern Bengal State	62
Bikaner	77	East Coast State	46
Bina-Gonna-Baran	69	East Indian	46
		Gackwar's Dabhoi	30
			74
		Gackwar's Mehsana	73
		Great Indian Peninsula	33
		Guntakal-Mysore frontier	41
		Gwahar Light	75
		Hardwar Dehra	57
		Hindupur (Yesvantpur-Mysore frontier)	73
		Howrah-Amta	67
		Howrah-Sheakhala	68
		Hyderabad G. d. vari Valley	73
		Indian Midland	34
		Jammu and Kashmir (Native State section)	76
		Jamnagar	78
		Jetalsar-Rajkot	78
		Jodhpur	77
		Jodhpur-Hyderabad (British section)	39

DIX 7--continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.										CLASS : OF RAIL- WAYS.
3' 3 3/4".										Gauge.
21 (c).										Class : No.
(SOUTHERN MAHRATTA).					GUNTAKAL-MYSORE FRONTIER.					Railway.
Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Capital expendi- ture to end of each year.	Gross earn- ings.	Net traffic earnings.	Per cent. on Cap- ital outlay.	Interest.	Gain or loss to the State.	Calendar year.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	
...	23,960	...	-23,960	...	...	...	...	...	...	1879
...	68,908	...	-68,908	...	...	...	...	...	...	1880
1'47	98,912	...	-45,159	...	...	...	...	...	...	1881
2'25	1,68,989	...	-65,494	...	...	...	...	...	...	1882
1'73	2,19,351	...	-1,19,676	...	...	...	...	...	...	1883
2'64	2,41,052	...	-75,573	...	...	...	...	...	...	1884
3'20	2,51,730	...	-43,916	...	...	...	...	...	...	1885
1'48	5,57,104	...	-4,51,719	...	...	...	...	...	...	1886
1'55	6,70,864	...	-5,29,666	...	...	...	...	...	...	1887
0'42	6,94,210	...	-6,41,915	...	...	...	...	...	...	1888
1'54	7,07,500	47,964	-5,33,330	...	...	...	...	...	...	1889
0'02	6,48,733	52,831	-4,39,864	...	...	...	...	...	...	1890
2'94	6,54,850	96,004	-3,07,137	...	...	...	...	...	...	1891
3'06	7,29,624	1,01,305	-3,83,023	...	...	...	...	...	...	1892
4'61	7,70,439	1,64,670	-2,60,404	58,39,806	1,97,374	78,955	1'35	4,67,933	-3,88,978	1893
3'23	8,38,525	1,43,566	-5,05,935	58,58,414	3,68,951	1,27,874	2'18	2,34,529	-1,06,655	1894
4'23	8,70,947	1,23,096	-3,63,274	58,71,739	4,39,329	1,81,657	3'09	2,34,639	-52,982	1895
4'48	8,21,588	1,71,768	-3,16,483	59,00,158	4,80,992	2,10,690	3'57	2,35,616	-24,926	1896
5'23	7,75,708	1,80,992	-1,61,553	59,02,498	6,38,278	2,75,983	4'68	2,36,000	+ 39,983	1897
2'67	7,38,461	1,66,986	-4,02,026	58,98,966	4,25,702	1,32,471	2'25	2,36,026	-1,03,555	1898
2'10	7,21,117	76,861	-4,68,945	58,98,608	3,84,829	1,28,459	2'18	2,35,996	-1,07,537	1899
2'97	7,18,200	1,11,070	-3,58,069	59,00,046	4,36,116	1,57,837	2'68	2,35,960	-78,123	1900
2'55	7,22,244	1,07,697	-4,22,150	59,02,583	4,47,313	1,36,659	2'32	2,36,115	-99,456	1901

Jorhat	Page. 50	Nitgiri	Page. 60	Ranaghat-Krishnagar	Page. 66
Karakal-Peralam	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	64
Khargáon	69	North Western State	48	Sagauli-Raxaul	63
Kolar Gold-fields	72	Nowshera-Durgai	48	South Behar	56
Kolhapur	74	Oudh and Rohilkhand State	47	South Indian	42
Ledo and Tikak-Margherita Colliery	62	Palanpur-Deesa (State portion)	37	Southern Maharatta	40
Lucknow-Bareilly	39	Palanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Ludhiana-Dhuri-Jakkhal	76	Petlad-Cambay (Anand-Tarapur sec- tion)	71	Tanjore District Board (Mayavaram- Mutpet)	43
Madras	52	Petlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	58
Madras (North East line)	36	Pondicherry	81	Tarakeshwar-Magra	65
Morvi	79	Powayan Light	64	Tarkessur	57
Mymensingh-Jamálpur-Jagannath- ganj	59	Raipur-Dhamtari	44	Tezpur-Balipara	66
Mysore-Nanjangud	74	Rajpipla	75	Udaipur-Chitor	77
Mysore section (Southern Mahratta)	40	Rajpura-Bhatinda	75	Wardha Coal	32
Nagda-Ujjain	70	Rajputana-Malwa	36	West of India Portuguese	80

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

STATE LINES

CLASS OF RAILWAYS.	3' 3 3/4".							
GAUGE.	23 (a).							
Class No.	SOUTH INDIAN.							
Railway.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.
Calendar year.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879 . . .	4,235,506	4,41,96,588	33,62,067	10,63,253	2'40	20,95,206	...	-10,31,953
1880 . . .	4,281,552	4,46,77,075	35,59,593	9,30,017	2'08	21,28,643	...	-11,98,626
1881 . . .	4,333,844	4,52,22,730	37,55,688	12,37,726	2'73	21,30,568	...	-8,92,842
1882 . . .	4,347,889	4,53,69,280	37,58,714	14,02,328	3'09	21,40,871	...	-7,58,543
1883 . . .	4,350,605	4,53,97,614	38,60,668	13,22,134	2'91	21,46,579	...	-8,24,245
1884 . . .	4,476,143	4,67,51,662	41,83,049	14,92,491	3'19	25,40,471	...	-10,47,980
1885 . . .	4,720,278	4,93,74,900	45,60,126	15,81,714	3'20	27,02,145	...	-11,20,431
1886 . . .	4,919,007	5,15,40,172	49,70,176	14,75,914	2'86	29,80,496	...	-15,04,582
1887 . . .	5,155,793	5,40,64,399	51,79,324	15,56,729	2'83	31,25,720	...	-15,58,991
1888 . . .	5,318,431	5,57,91,978	56,58,683	16,31,692	2'92	33,80,037	...	-17,48,365
1889 . . .	5,936,087	6,25,01,638	59,39,378	17,63,111	2'82	35,29,935	...	-17,66,824
1890 . . .	...	7,27,15,494	64,25,510	26,67,305	3'66	35,19,564	1,43,341	-9,95,600
1891 . . .	...	8,39,44,964	70,36,756	23,58,724	2'81	35,89,736	...	-12,31,012
1892 . . .	...	8,50,16,920	77,14,995	27,77,005	3'27	39,51,033	...	-11,74,088
1893 . . .	...	8,30,64,202	80,62,415	30,34,332	3'65	38,58,152	...	-8,23,820
1894 . . .	...	8,31,46,521	80,46,559	32,83,865	3'95	42,81,812	1,06,449	-11,04,396
1895 . . .	...	8,35,71,763	89,14,947	38,96,987	4'66	42,77,578	2,55,271	-6,35,862
1896 . . .	...	8,34,95,484	89,45,581	40,27,489	4'81	40,60,677	2,51,567	-2,84,755
1897 . . .	...	8,33,80,017	91,81,409	42,96,757	5'15	38,76,142	3,25,190	+95,225
1898 . . .	...	8,12,55,032	84,67,581	38,35,527	4'72	37,49,521	3,06,473	-2,20,467
1899 . . .	...	8,21,15,782	84,74,462	39,53,540	4'85	36,39,891	2,45,608	+98,041
1900 . . .	...	8,37,03,278	83,04,825	43,97,916	5'25	36,77,879	3,68,408	† +3,51,629
1901	8,91,12,077	1,01,44,657	54,15,176	6'07	37,23,736	4,59,540	+12,31,900

* Including Rs. 67,33,159 on account
† The gain in 1900 was due to the

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Ahmedabad-Parantij	60	Birur-Shimoga	73	Gackwar's Melsana	72
Aurangabad	69	Bombay, Baroda and Central India	52	Great Indian Peninsula	33
Assam-Bengal	38	Brahmaputra-Sultanpur	59	Guntakal-Mysore frontier	41
Barsi Light	65	Burma	43	Gwalior Light	75
Bengal and North-Western (Company's section)	63	Calcutta Port Commissioners'	57	Hardwar-Delhra	57
Bengal Central	30	Cherra-Campanganj	40	Hindupur (Vesvantpur-Mysore frontier)	73
Bengal Doars	61	Cooch Behar	76	Howrah-Amta	67
Bengal Doars extensions	31	Darjeeling-Himalayan	67	Howrah-Sheakhala	68
Bengal-Nagpur	35	Delhi-Umballa-Kalka	56	Hyderabad-Godavari Valley	73
Berhampore extension	78	Deoghur	63	Indian Midland	34
Bhuvanagar-Jeralal-Junigad-Perbandar	31	Dhrangadra	32	Jammu and Kashmir (Native State section)	76
Bhopal-Barsi (British section)	70	Dibru-Sadiya	62	Jamnagar	78
Bhopal-Barsi (Native State section)	70	Eastern Bengal State	46	Jetalsar-Rajkot	78
Bhopal-Ujjain	77	East Coast State	30	Jodhpur	77
Bikaner	69	East Indian	74	Jodhpur-Hyderabad (British section)	39
Bombay-Godavari		Gackwar's Dabhoi			

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES—(contd.)

WORKED BY COMPANIES—(contd.)														CLASS OF RAILWAYS.
3' 3 3/4"														GAUGE.
23 (b).						24 (a)								Class No.
TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET).						BURMA.								Railway.
Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Company's share of net traffic receipts.	Gain or loss to the State.	Calendar year.	
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	1,23,86,597	9,55,918	1,41,743	1'14	5,47,438	...	-4,05,695	1879
...	...	...	...	...	...	1,25,87,340	13,22,710	5,21,085	4'14	5,62,331	...	-41,246	1880
...	...	...	...	...	...	1,36,51,992	15,43,622	6,45,077	4'73	5,56,210	...	+58,867	1881
...	...	...	...	...	...	1,78,39,222	15,75,691	6,30,430	3'53	6,23,969	...	+6,461	1882
...	...	...	...	...	...	2,19,77,689	15,62,886	5,60,766	2'55	7,46,068	...	-1,85,302	1883
...	...	...	...	...	...	2,56,37,089	21,05,421	8,21,936	3'21	9,69,215	...	-1,47,279	1884
...	...	...	...	...	...	2,72,85,343	21,63,656	4,73,123	1'73	10,61,184	...	-5,88,051	1895
...	...	...	...	...	...	2,88,52,604	26,57,955	9,41,149	3'26	12,64,242	...	-3,23,093	1886
...	...	...	...	...	...	3,66,52,847	33,24,263	15,58,303	4'25	13,15,249	...	+2,43,054	1887
...	...	...	...	...	...	4,83,73,677	33,76,218	12,71,960	2'63	18,18,560	...	-5,46,600	1888
...	...	...	...	...	...	5,12,49,158	46,90,263	15,73,552	3'07	20,17,224	...	-4,43,672	1889
61,509	...	...	...	1,230	-1,230	5,56,22,296	54,71,432	23,48,191	4'22	21,35,308	...	+2,12,883	1890
4,82,149	...	...	...	10,873	-10,873	6,08,31,289	58,55,197	23,71,392	3'90	23,28,287	...	+43,105	1891
13,54,423	...	...	...	37,331	-37,331	6,64,02,875	71,00,618	33,86,088	5'10	24,99,221	...	+8,95,867	1892
21,62,257	...	...	...	70,947	-70,947	7,03,47,005	67,22,506	22,42,492	3'19	27,19,995	...	-4,77,503	1893
23,79,123	1,63,460	62,942	2'65	1,00,701	-37,759	7,37,14,721	62,87,354	23,23,328	3'15	28,94,375	...	-5,71,047	1894	
24,47,438	2,42,024	93,669	3'83	95,700	-2,031	7,57,29,659	67,11,052	27,02,356	3'57	30,01,163	...	-2,98,807	1895	
24,49,680	2,47,772	99,361	4'06	97,861	+1,500	8,13,44,229	76,08,558	29,85,751	3'67	34,43,442	...	-4,57,691	1896	
24,91,854	2,66,081	1,11,496	4'47	99,159	+12,337	8,73,31,890	86,76,403	38,52,673	4'45	38,31,674	1,62,877	-1,11,878	1897	
24,94,905	2,46,199	77,627	3'11	97,843	-22,216	9,24,93,509	89,91,451	37,88,523	4'10	39,49,899	1,61,076	-3,22,452	1898	
24,97,355	2,42,016	96,798	3'88	99,845	-3,047	10,11,17,647	88,25,724	35,78,407	3'54	38,35,209	1,24,994	-3,81,795	1899	
26,50,776	2,32,280	97,782	3'69	1,02,734	-4,952	11,03,96,635	1,10,29,947	48,94,824	4'43	38,40,026	3,47,606	+6,98,192	1900	
32,17,511	2,90,637	1,35,765	4'22	1,38,841	-3,076	11,99,22,408	1,18,85,329	49,89,656	4'16	40,41,108	4,42,439	+5,05,109	1901	

of premium paid for the purchase of line as regards 1891 to 1901.

opening of 131 miles of new line.

	Page.		Page.		Page.
Jorhat	50	Nizam's Guaranteed State.	72	Rohilkund and Kumaon	64
Karikkal-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khamgaon	69	Nowshera-Durgai	48	South-Bihar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kollupur	74	Pilānpur-Deesa (State portion)	37	Southern Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Pilānpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	30	Pettlad-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutupet)	43
Ludhiana-Dhuri-Jakhal	76	Pettlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	58
Madras	52	Pondicherry	81	Tarakeshwar-Magra	65
Madras (North East line)	56	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bālipara	57
Mymensingh-Jamālpur-Jagannath-ganj.	59	Rajpipla	75	Tirho t State	38
Mysore-Nanjangud	74	Rajpura-Bhatinda	75	Udaipur-Chitor	77
Mysore section (Southern Mahratta).	40	Rajputana-Malwa	75	Wardha Coal	32
Nagda-Ujjain	70	Ranaghat-Krishnagar	66	West of India Portuguese	80
Nilgiri	60				

Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

STATE LINES

CLASS OF RAILWAYS.	4 (B)					
	RAILWAY DIAMETERS.					
	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent. on Capital outlay.	Interest.	Gain or loss to the State.
Gauge.						
Class: No.						
Railway.						
Calendar year.	Rs.	Rs.	Rs.	...	Rs.	Rs.
1879
1880
1881
1882
1883
1884
1885
1886
1887
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900
1901
		12,69,838	71,595	19,418	1'42	8,142
						+11,276

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Ahmedabad-Parantij	...
Amraoti	...
Assam-Bengal	...
Barsi Light	...
Bengal and North-Western (Com-pany's section)	...
Bengal Central	...
Bengal Doars	...
Bengal Doars extension	...
Bengal Nagpur	...
Bezwada extension	...
Bhavnagar-Gondal-Junagad-Portbandar	...
Bhavnagar-Gondal (British section)	...
Bhopal-Itarsi (Native State section)	...
Bhopal-Ujjain	...
Bikaner	...
Bina-Goonab-Bāran	...

Page.	
60	Birur-Shimoga
69	Bombay, Baroda and Central India
33	Brahmaputra-Sultanpur
65	Burma
63	Calcutta Port Commissioners
30	Cherra-Companyanj
61	Cherra-Bihar
16	Cooch-Bihar
31	Darjeeling-Himalayan
35	Delhi-Umballa-Kalka
28	Deoghur
34	Dhond-Manmad
70	Dhond-Manmad
70	Dibrugarh
70	Eastern Bengal State
77	East Coast State
69	East Indian
	Gackwar's Dabhoi

Page.	
73	Gackwar's Dabhoi
52	Great Indian Peninsula
59	Guntakal-Mysore frontier
43	Guntakal Light
57	Hardwar-Delhra
42	Indrapur (Veerantpur-Mysore frontier)
67	Howrah-Amrit
56	Howrah-Sherakhal
63	Hyderabad-Godwari Valley
32	Indian Midland
70	Jammu and Kashmir (Native State section)
62	Jamnagar
46	Jatkar-Rajket
46	Jodhpur
30	Jodhpur-Hyderabad (British section)
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DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.								CLASS: OF RAIL- WAYS.
TOTAL STATE LINES WORKED BY COMPANIES.								Gauge.
								Class: No.
								Railway.
Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest	Annuity.	Com- panies' share of net traffic receipts.	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
73,82,76,205	7,81,60,391	4,16,06,436	5'48	3,58,36,511	...	67,40,168	—9,70,243	1879
81,63,26,617	8,11,07,830	4,31,77,823	5'28	4,01,11,208	...	23,26,526	+7,10,089	1880
8,97,37,952	9,16,16,855	5,31,64,366	6'33	2,37,24,777	1,73,92,000	38,87,615	+81,59,974	1881
86,09,04,219	10,25,15,091	5,50,50,418	6'50	2,45,29,764	1,73,92,000	49,93,956	+90,43,698	1882
89,33,76,969	10,81,27,527	5,88,54,380	6'58	2,57,73,676	1,72,57,772	53,22,649	+1,05,00,233	1883
94,84,67,605	10,38,96,970	5,33,24,316	5'62	2,99,49,129	1,78,50,459	36,18,371	+18,76,357	1884
98,17,85,663	11,39,37,679	6,27,64,324	6'39	3,27,96,267	1,79,75,714	43,26,846	+76,65,397	1885
1,02,18,18,347	11,96,48,068	6,49,60,028	6'35	3,72,12,162	1,89,50,137	61,14,900	+26,82,829	1886
1,10,62,82,922	12,10,91,617	6,65,29,041	6'01	4,00,33,164	1,92,13,333	61,96,510	+10,86,034	1887
1,18,24,25,419	12,60,22,662	6,78,25,940	5'74	4,30,90,219	2,03,43,530	59,95,847	—15,33,676	1888
1,23,20,13,198	12,76,70,163	6,39,68,574	5'19	4,49,34,667	2,06,60,000	44,59,376	—63,86,469	1889
1,26,86,63,039	12,88,49,143	6,70,69,318	5'28	4,38,47,928	2,03,43,530	50,85,141	—22,07,231	1890
1,29,98,82,267	14,67,92,241	8,47,45,715	6'51	4,59,04,210	1,86,94,054	91,41,513	+1,10,05,608	1891
1,33,31,37,213	14,87,90,579	8,32,68,559	6'24	4,60,49,926	2,06,47,164	77,78,701	+57,92,768	1892
1,35,85,51,256	15,23,99,678	8,31,93,577	6'12	5,22,86,202	2,34,46,780	67,35,920	+7,24,675	1893
1,38,77,66,065	75,40,97,835	8,47,02,486	6'10	5,75,27,791	2,43,89,582	70,30,127	—42,45,014	1894
1,41,81,97,639	15,53,05,548	8,51,14,369	6'00	5,91,18,811	2,61,01,122	56,72,705	—57,78,269	1895
1,45,72,48,062	15,38,21,861	8,22,17,416	5'64	5,85,30,847	2,58,59,455	56,41,095	—78,16,981	1896
1,51,79,40,248	15,27,01,770	8,15,13,994	5'36	5,73,68,338	2,47,34,406	43,86,126	—49,74,876	1897
1,57,33,14,867	16,25,56,825	8,55,78,978	5'43	5,72,94,849	2,32,64,533	61,76,713	—11,57,117	1898
1,64,63,9,528	17,51,48,813	9,40,94,303	5'71	5,81,35,954	2,21,45,516	67,86,024	+70,26,809	1899
1,82,51,40,548	19,24,20,546	10,56,47,125	5'78	5,29,50,550	3,10,19,852	71,06,030	+1,45,40,693	1900
1,97,00,87,374	20,60,79,675	11,20,39,437	5'68	5,13,30,730	4,07,70,270	42,52,162	+1,56,86,375	1901

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76	tion)
52	Petlad-Cambay (Tarapur-Cambay
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CLASS : OF RAILWAYS.		5' 6", 3' 3 3/4" and 2' 6".										5' 6".		
GAUGE.		2 (a) and (b).										EAST		
Class : No.		EASTERN BENGAL.												
Railway.														
Calendar year.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Percent. on Capital outlay.	Interest.	Annuity.	Company's share of surplus profits.	Gain or loss to the State.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.		
	£	Rs.	Rs.	Rs.		Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.		
1879	5,714,910	6,23,44,476	60,22,272	25,79,314	4'14	28,51,165	...	3,67,326	-6,39,177	...	...	...
1880	5,803,133	6,33,72,334	66,91,060	33,75,186	5'33	29,27,692	...	5,34,950	-87,456	...	...	...
1881	5,862,258	6,39,51,905	75,05,736	42,86,406	6'70	28,50,922	...	8,24,125	+6,11,359	...	...	...
1882	6,232,511	6,50,12,846	85,79,404	47,17,459	7'26	27,92,607	...	8,95,329	+10,29,523	...	...	...
1883	6,433,623	7,01,85,023	80,73,465	47,01,716	6'70	29,48,783	...	14,98,223	+12,54,710	...	...	...
1884	...	7,52,12,686	78,12,979	24,80,526	3'30	15,92,486	3,50,920	...	+5,37,120	...	...	...
1885	...	8,25,04,899	72,85,916	25,25,336	3'06	21,82,704	7,22,920	...	-3,80,378	...	...	...
1886	...	8,94,01,378	82,73,918	30,89,720	3'44	24,34,239	19,04,750	...	-12,49,269	...	...	...
1887	...	9,04,97,792	94,30,399	45,04,782	4'98	41,71,008	14,90,152	...	-11,56,378	...	...	...
1888	...	9,52,54,255	1,05,19,210	55,25,424	5'80	23,83,744	20,11,011	...	+6,30,669	...	...	...
1889	...	9,73,16,142	1,11,76,674	61,91,625	6'36	30,18,703	20,43,953	...	+11,28,569	...	...	...
1890	...	10,94,13,252	1,14,78,382	60,70,323	5'55	30,96,150	18,14,110	...	+11,60,063	3,79,490	...	...
1891	...	11,24,90,649	1,16,75,440	65,32,100	5'81	32,01,166	19,48,198	...	+13,82,736	1,10,69,894	...	...
1892	...	11,53,92,055	1,15,56,446	62,33,727	5'40	38,56,181	16,53,922	...	+6,93,624	2,60,11,131	...	...
1893	...	11,61,73,626	1,20,51,147	66,35,138	5'71	39,53,310	16,49,185	...	+10,32,643	3,58,67,473	4,95,660	1,53,732		
1894	...	11,66,97,311	1,40,15,726	83,53,559	7'16	41,01,624	18,91,850	...	+23,60,085	4,39,47,727	14,80,678	1,50,921		
1895	...	11,65,36,758	1,45,09,739	89,74,474	7'70	41,50,415	18,72,565	...	+29,51,494	5,09,41,876	19,04,251	3,29,184		
1896	...	11,91,25,239	1,50,81,670	90,02,286	7'56	41,05,132	17,56,153	...	+31,40,001	6,33,64,948	24,66,753	5,39,901		
1897	...	12,41,13,831	1,47,62,233	80,60,612	6'49	42,80,503	16,53,278	...	+21,26,831	7,22,26,070	29,21,162	8,92,453		
1898	...	12,71,99,245	1,47,17,879	83,35,064	6'55	43,89,356	15,75,020	...	+23,70,688	8,24,02,269	28,10,742	6,69,831		
1899	...	13,09,94,403	1,56,12,436	83,01,083	6'34	45,00,276	15,62,391	...	+22,38,416	8,65,93,097	43,92,237	15,37,294		
1900	...	13,51,97,243	1,71,00,460	92,46,424	6'84	47,02,516	15,66,769	...	+29,77,139	8,80,71,731	64,04,513	26,54,794		
1901	...	14,13,39,852	1,65,99,440	83,08,281	5'88	41,11,665	23,37,123	...	+18,59,493	Amalgamated with B. N. and Madras				

* Including Rs. 89,20,143 on account
† Including Rs. 1,09,01,388 on account

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Bhopal-Ujjain	...
Bikaner	...
Bina-Goonna-Baran	...

Birur-Shimoga	...
Bombay, Baroda and Central India	...
Brahmaputra-Sultanpur	...
Burma	...
Calcutta Port Commissioners'	...
Cherra-Companyganj	...
Cooch Behar	...
Darjeeling Himalayan	...
Delhi-Umballa-Kalka	...
Deoghur	...
Dhulian-Manmad	...
Dhrangadra	...
Dibru-Sadiya	...
Eastern Bengal State	...
East Coast State	...
East Indian	...
Gackwar's Dabhoi	...

Gackwar's Mehana	...
Great Indian Peninsula	...
Guntakal-Mysore frontier	...
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Hardwar-Dehra	...
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Howrah Amta	...
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DIX 7—continued.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report.)

BY THE STATE.											CLASS OF RAILWAYS.
5' 6" and 3' 3½"											GAUGE.
6 (a) and (c).											Class: No.
COAST.			OUDH AND ROHILKHAND.								Railway.
Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital withdrawn to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Surplus profits paid to Company.	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
...	...	...	5,803,576	5,803,576	43,44,843	18,19,936	3'14	28,00,000	...	-9,80,064	1879
...	...	...	6,022,408	6,022,408	44,55,150	19,04,409	3'16	28,19,916	...	-9,15,537	1880
...	...	...	6,253,093	6,253,093	49,28,730	19,75,699	3'16	29,14,137	...	-9,38,438	1881
...	...	...	6,527,984	6,527,984	52,62,844	18,01,371	2'76	30,67,622	...	-12,65,251	1882
...	...	...	7,076,944	7,076,944	54,56,235	24,80,362	3'50	31,35,495	...	-6,55,133	1883
...	...	...	7,914,338	7,914,338	52,75,198	23,26,146	2'94	41,14,587	...	-17,88,441	1884
...	...	...	8,543,442	8,543,442	55,37,369	17,95,361	2'10	46,53,333	...	-28,57,072	1885
...	...	...	8,951,277	8,951,277	65,05,408	28,60,755	3'20	51,88,014	...	-23,27,259	1886
...	...	...	9,170,667	9,170,668	65,46,213	31,35,249	3'42	53,98,339	...	-22,63,090	1887
...	...	...	9,184,165	9,184,169	70,77,053	30,16,005	3'28	51,67,494	...	-21,51,489	1888
...	...	...	...	9,22,32,226	75,39,683	42,04,076	4'56	49,71,898	...	-7,67,822	1889
...	7,590	-7,590	...	10,36,90,668	73,81,396	37,54,478	3'62	44,23,109	...	-6,68,631	1890
...	2,33,786	-2,33,786	...	10,37,39,746	85,64,209	49,42,458	4'76	47,25,666	...	+2,16,792	1891
...	7,41,621	-7,41,621	...	11,43,96,473	85,42,836	50,16,329	4'39	52,79,411	...	-2,63,082	1892
0'43	13,48,868	-11,95,136	...	11,18,15,680	87,15,927	50,17,053	4'49	55,01,058	...	-4,84,005	1893
0'34	15,92,909	-14,41,988	...	11,37,88,572	1,05,18,836	57,36,138	5'04	63,11,123	...	-5,74,985	1894
0'65	19,12,886	-15,83,702	...	11,74,06,536	1,02,94,880	52,55,948	4'48	63,69,949	...	-11,14,001	1895
0'85	23,72,875	-18,32,974	...	12,01,70,873	86,97,076	43,50,507	3'62	61,30,729	...	-17,79,822	1896
1'23	26,96,796	-18,04,343	...	12,53,20,627	85,15,856	36,96,778	2'95	59,77,486	...	-22,80,708	1897
0'81	30,98,828	-24,28,997	...	12,73,91,601	98,51,599	53,07,727	4'17	58,76,247	...	-5,68,520	1898
1'78	35,14,602	-19,77,308	...	13,30,85,811	1,11,38,990	60,76,595	4'57	59,75,202	...	+1,01,393	1899
3'01	34,46,555	-7,91,761	...	13,64,96,257	1,15,15,132	55,91,727	4'10	62,28,185	...	-6,36,458	1900
railways.	...	...	...	13,97,17,437	1,32,54,991	72,20,007	5'17	63,12,044	...	+9,07,963	1901

of premium paid for the purchase of line.
of premium paid for the purchase of line.

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Khamgaon	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhapur	74	Palanpur-Deesa (State portion)	37	Southern Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Palanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Petlad-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutpet)	
Ludhiana-Dhuri-Jakhal	76	Petlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	
Madras	52	Pondicherry	81	Tarakeshwar-Magra	
Madras (North East line)	36	Powayan Light	64	Tarakessur	
Morvi	79	Rampur-Dhamtari	44	Tezpur-Balipara	
Mymensingh-Jamálpur-Jagannathganj	59	Rajpipla	75	Tirhoot State	
Mysore-Nanjangud	74	Rajputana-Bhatinda	75	Udaipur-Chitor	
Mysore section (southern Mahratta)	40	Rajputana-Mirwa	26	Wardha Coal	
Nagda-Ujjain	70	Ranaghat-Krishnagar	60	West of India Port	
Nilgiri	60				

Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

STATE LINES WORKED								
CLASS: OF RAILWAYS.	5'6".							
GAUGE.	7 (a).							
Class: No.								
Railway.	NORTH WESTERN.							
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Annuity.	Surplus profits paid to Company.	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879 . . .	21,67,64,247	51,27,621	55,36,870	2'55	1,00,29,015	...	...	-44,92,145
1880 . . .	25,05,35,401	1,00,30,666	75,55,561	3'02	1,11,36,919	...	21,122	-36,02,480
1881 . . .	26,38,29,396	90,04,725	46,13,547	1'75	1,17,64,868	...	...	-71,51,301
1882 . . .	27,49,44,870	82,43,072	57,96,011	2'11	1,05,83,712	...	...	-47,87,701
1883 . . .	28,18,15,806	1,03,81,148	87,15,243	3'09	1,07,43,931	...	...	-21,24,688
1884 . . .	29,20,27,775	1,07,68,748	88,21,631	3'02	1,18,16,701	...	...	-30,05,070
1885 . . .	31,69,43,418	1,49,78,983	1,37,44,127	4'34	1,64,98,697	...	1,25,953	-28,80,523
1886 . . .	36,09,90,705	2,53,60,901	1,19,92,839	3'32	1,14,07,148	53,00,733	...	-47,15,042
1887 . . .	38,37,70,872	2,10,03,388	57,77,585	1'51	1,01,56,779	88,30,322	...	-1,24,09,516
1888 . . .	39,71,81,000	2,57,70,305	83,66,598	2'12	1,09,18,938	83,45,756	...	-1,08,98,096
1889 . . .	40,94,31,603	2,82,06,820	1,02,84,741	2'51	1,13,76,516	83,98,768	...	-94,90,543
1890 . . .	43,75,89,322	2,73,99,035	1,02,57,601	2'34	1,16,66,583	74,54,323	...	-88,63,307
1891 . . .	44,08,43,143	3,25,78,355	1,21,32,521	2'75	1,20,67,543	80,05,299	...	-79,40,321
1892 . . .	44,93,12,842	2,64,35,665	94,50,960	2'10	1,24,26,030	89,84,076	...	-1,19,59,146
1893 . . .	45,92,25,753	2,92,68,732	97,97,643	2'13	1,27,61,682	90,98,545	...	-1,20,62,584
1894 . . .	46,99,28,097	3,23,14,097	1,28,25,181	2'73	1,24,63,279	1,03,59,245	...	-92,97,343
1895 . . .	48,49,36,634	3,52,18,382	1,64,46,998	3'39	1,35,01,193	1,03,17,385	...	-73,71,580
1896 . . .	50,03,13,064	2,94,41,749	1,18,86,409	2'38	1,42,35,427	96,43,588	...	-1,19,92,607
1897 . . .	51,00,47,458	3,29,03,448	1,49,78,897	2'94	1,45,85,298	90,50,191	...	-86,56,592
1898 . . .	51,53,34,091	3,76,01,912	1,85,74,360	3'60	1,50,41,459	86,35,849	...	-51,02,948
1899 . . .	52,22,86,203	3,52,21,759	1,60,89,223	3'08	1,50,40,208	85,61,406	...	-75,12,384
1900 . . .	52,78,48,285	3,15,22,237	1,32,19,151	2'50	1,54,25,164	85,76,682	...	-1,07,82,693
1901 . . .	53,07,51,734	4,10,91,240	1,04,17,173	3'84	1,54,91,908	86,02,222	...	-36,76,957
								17,97,886
								95,037

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* Including Rs. 1,92,51,702 on account of premium paid for the

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Bhāvnagar-Gondal-Junagad-Porbandar	78	Dhond-Mānmad	79	Jammu and Kashmir (Native State section)	76
Bhopal-Itarsi (British section)	34	Dhrāngadrā	46	Jamnagar	78
Bhopal-Itarsi (Native State section)	70	Dybru-Sadiya	46	Jetalpur-Rajkot	78
Bhopal-Ujjain	70	Eastern Bengal State	30	Jodhpur	77
Bikaner	77	East Coast State	74	Jodhpur-Hyderabad (British section)	39
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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14, 48 and 50 of Report.)

BY THE STATE.										CLASS OF RAILWAYS.
2' 6"										GAUGE.
1 (f)										Class : No.
DURGAI.				CHERRA-COMPANYGANJ.						Railway.
Net traffic earnings.	Percent- age on capital outlay.	Interest.	Gain or loss to State.	Capital ex- penditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Cap- ital out- lay.	Interest.	Gain or loss to the State.	Calendar year.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	1879
...	1880
...	1881
...	1882
...	1883
...	15,208	...	...	...	608	-608	1884
...	4,81,665	...	...	...	15,150	-15,150	1885
...	5,87,939	4,044	-14,074	...	21,901	-35,975	1886
...	7,11,143	9,705	-22,403	...	26,547	-48,950	1887
...	7,57,596	8,138	-20,622	...	30,102	-50,724	1888
...	7,66,715	10,316	-14,514	...	30,553	-45,067	1889
...	7,72,975	17,490	-2,856	...	30,771	-33,627	1890
...	7,73,282	18,472	-606	...	30,945	-31,551	1891
...	7,77,609	18,571	868	0'11	22,545	-21,677	1892
...	7,78,390	22,841	3,408	0'44	14,595	-11,187	1893
...	7,80,473	24,835	4,393	0'56	14,085	-9,692	1894
...	7,81,590	24,403	2,761	0'35	14,062	-11,301	1895
...	7,78,151	26,340	672	0'09	14,046	-13,374	1896
...	7,69,121	10,969	-31,922	...	13,644	-45,566	1897
...	7,70,027	2,004	-1,22,500	...	13,561	-1,36,061	1898
...	7,69,179	9,015	-34,607	...	13,566	-48,173	1899
...	7,68,723	4,851	-25,221	...	13,571	-38,792	1900
-60,702	...	58,786	-1,19,488	...	2,829	-8,594	...	13,531	-22,125	1901

purchase of line.

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Khamgón	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhápúr	74	Pálanpur-Deesa (State portion)	37	Southern Maharatta	40
Ledo and Tikak-Margherita Colliery	62	Pálanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Pettlad Cambay (Anand-Tarapur sec- tion)	71	Tanjore District Board (Mayavaram- Mutupet)	43
Ludhiana-Dhuri-Jakhal	76	Pettlad Cambay (Tarapur Cambay section)	71	Tápti Valley	58
Madras	52	Pondicherry	81	Tárákeshwar-Magra	65
Madras (North East line)	36	Powayan Light	64	Tarkessur	57
Morvi	79	Waipur-Dhamtari	44	Tezpur-Bálipara	66
Mymensingh-Jamálpur-Jagannath- ganj	59	Ráppila	75	Tirhoot State	38
Mysore-Nanjangud	74	Rájpura-Bhatinda	75	Udaipur-Chitor	77
Mysore section (Southern Mahratta).	40	Rájpurana-Malwa	36	Wardha Coal	32
Nágád-Ujjain	70	Ránaghat-Krishnagar	66	West of India Portuguese	80
Núlgiri	60				

Appendix 7.
Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraph)

CLASS: OF RAILWAYS.		STATE LINES WORKED				
GAUGE.		2' 0"				
Class: No.		33				
Railway.		JORHAT.				
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.
1879 . . . . .	...	...	...	...	...	...
1880 . . . . .	...	...	...	...	...	...
1881 . . . . .	...	...	...	...	...	...
1882 . . . . .	...	...	...	...	...	...
1883 . . . . .	...	...	...	...	...	...
1884	4,38,338	1,161	—483	...	17,533	—18,016
1885	5,14,641	31,828	—7,455	...	19,325	—26,850
1886	5,84,608	38,271	—13,887	...	22,026	—35,913
1887	6,79,372	49,199	—13,772	...	26,608	—40,380
1888	7,10,376	55,477	75	...	27,807	—27,732
1889	7,33,649	59,665	—3,543	...	29,057	—32,600
1890	7,42,351	61,967	6,162	0'85	29,448	—23,286
1891	7,51,421	64,583	1,483	0'20	30,026	—26,543
1892	7,54,791	66,079	11,789	1'56	30,107	—18,318
1893	7,99,680	69,810	14,436	1'81	32,013	—17,577
1894	8,18,184	71,933	11,201	1'37	32,587	—21,386
1895	8,28,409	84,696	18,720	2'26	32,919	—14,199
1896	8,65,300	89,996	13,745	1'59	33,592	—19,847
1897	9,02,416	96,186	14,124	1'57	36,102	—21,978
1898	9,09,445	95,958	20,135	2'21	36,179	—16,044
1899	9,31,626	96,488	—5,946	...	37,228	—43,174
1900	9,08,643	86,695	—15,664	...	36,341	—52,005
1901	9,01,038	83,184	—4,169	...	36,248	—40,417

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Assam-Bengal	38	Brahmaputra-Sultanpur	59	Guntakal-Mysore frontier	41
Barsi Light	65	Burma	43	Gwalior Light	75
Bengal and North-Western (Company's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore-frontier)	73
Bengal Doars	61	Cooch-Behar	76	Howrah-Amta	67
Bengal Doars extensions	61	Darjeeling-Himmlayan	56	Howrah-Sheakhala	68
Bengal-Nagpur	31	Delhi-Umballa Kalka	63	Hyderabad Godavari Valley	73
Bezwa extension	35	Deoghur	32	Indian Midland	34
Bhavnagar-Gondal-Junagad-Porbandar	78	Dhrangadra	79	Jammu and Kashmir (Native State section)	76
Bhopal Itarsi (British section)	34	Dibru-Sadiya	62	Jamnagar	78
Bhopal-Itarsi (Native State section)	70	Eastern Bengal State	46	Jetalsar-Rajkot	78
Bhopal-Ujjain	70	East Coast State	46	Jodhpur	77
Bikaner	77	East Indian	30	Jodhpur-Hyderabad (British section)	39
Bina-Goonna-Baran	59	Gaekwar's Dabhoi	74		

income derived by railways which are not guaranteed by the State.

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BY THE STATE.								CLASS: OF RAIL- WAYS.
TOTAL STATE LINES WORKED BY THE STATE.								GAUGE.
								Class: No.
								Railway.
Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent on Capital outlay.	Interest.	Annuity.	Surplus profits paid to companies.	Gain or loss to the State.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
33,71,44,487	1,54,94,736	99,36,120	2'95	1,56,80,180	...	3,67,326	—61,11,386	1879
37,41,31,836	2,11,76,876	1,28,35,156	3'43	1,68,84,557	...	5,56,072	—46,05,473	1880
39,03,12,236	2,14,39,191	1,08,75,652	2'78	1,75,29,927	...	8,24,125	—74,78,400	1881
40,52,37,556	2,20,85,320	1,23,14,841	3'04	1,64,43,941	...	8,95,329	—50,24,429	1882
32,27,70,275	2,39,10,868	1,59,01,321	4'92	1,68,28,209	...	4,98,223	—14,25,111	1883
44,68,37,390	2,38,58,086	1,36,27,820	3'05	1,75,51,915	3,50,920	...	—42,75,015	1884
48,58,79,089	2,78,34,096	1,80,57,369	3'71	2,33,69,579	7,22,920	1,25,953	—61,61,083	1885
54,10,77,405	4,01,82,542	1,79,15,353	3 31	1,90,73,328	72,50,483	...	—83,63,458	1886
56,73,65,847	31,71,38,904	1,33,81,441	2'36	1,97,79,281	1,03,20,474	...	—1,07,18,314	1887
58,57,44,876	4,34,38,223	1,68,87,480	2'88	1,90,28,085	1,03,56,767	...	—1,24,98,372	1888
60,04,80,335	4,69,93,158	2,06,62,185	3'44	1,94,26,727	1,04,42,721	...	—92,07,063	1889
65,25,88,058	4,63,38,270	2,00,85,708	3'08	1,92,53,653	92,68,433	...	—84,36,378	1890
66,96,78,135	5,33,01,059	2,36,07,956	3'52	2,02,89,132	99,53,497	...	—65,34,673	1891
70,66,44,901	4,66,19,597	2,07,13,673	2'93	2,23,85,895	1,06,37,998	...	—1,23,10,220	1892
72,46,63,602	5,05,27,117	2,16,21,410	2'98	2,36,11,526	1,07,47,730	...	—1,27,37,846	1893
74,59,60,364	5,84,26,105	2,70,81,393	3'63	2,45,15,607	1,22,51,095	...	—96,85,303	1894
77,14,31,803	6,20,36,351	3,10,28,085	4'02	2,59,81,424	1,21,89,950	...	—71,43,289	1895
80,46,17,575	4,60,03,584	2,57,93,920	3'21	2,68,92,801	1,13,99,741	...	—1,24,93,622	1896
83,33,79,523	5,92,09,854	2,76,10,942	3'31	2,75,89,829	1,07,03,469	...	—1,06,81,943	1897
85,45,06,678	6,50,80,094	3,27,84,617	3'84	2,84,55,630	1,02,10,869	...	—58,81,882	1898
87,46,60,319	6,64,70,925	3,19,63,642	3'65	2,90,81,075	1,01,23,797	...	—72,41,230	1899
88,92,90,882	6,66,33,918	3,06,71,211	3'45	2,98,52,332	1,01,43,451	...	—93,24,572	1900
81,45,07,947	7,11,29,721	3,58,71,996	4'40	2,60,24,182	1,09,39,345	...	—10,91,531	1901

Jorhāt	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	64
Kāraikkāl-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khamgōn	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhāpur	74	Pālanpur-Deesa (State portion)	37	Southern-Mahratta	40
Leao and Tikak-Margherita Colliery	62	Pālanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Pellad Cambay (Anand-Tarapur sec- tion)	71	Tanjore District Board (Mayavaram- Mutupet)	43
Ludhiana-Dhuri-Jakhal	76	Pellad Cambay (Tarapur-Cambay Section)	71	Tāpti Valley	53
Madras	52	Pondicherry	81	Tārakeshwar-Magra	65
Madras (North East line)	36	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bālipara	66
Mymensingh-Jamālpur-Jagannath- ganj	59	Rajpipla	75	Tirhoot State	38
Mysore-Nanjangud	74	Rajputana-Malwa	75	Udaipur-Chitor	77
Mysore-section (Southern Mahratta)	40	Rānaghat-Krishnagar	66	Wardha Coal	32
Nāgda-Ujjain	70			West of India Portuguese	80
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Appendix 7.
Gain or loss.

APPEN

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

CLASS OF RAILWAYS.		LINES OWNED BY GUARAN												
GAUGE.		5' 6"												
Class No.		9 (a)							11 (a)					
Railway		BOMBAY, BARODA AND CENTRAL INDIA.							MADRAS.					
Calendar year.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.	Guaranteed Interest.	Com-pany's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay.	
	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		
1879 .	7,829,814	8,54,16,162	71,52,788	32,13,354	3'76	43,69,254	...	-11,55,900	10,502,112	11,45,68,493	66,26,486	20,75,170	1'81	
1880 .	7,767,056	8,47,31,626	82,44,376	47,34,654	5'58	43,69,254	5,83,846	-8,02,293	10,448,004	11,39,78,220	61,62,546	19,57,137	1'73	
1881 .	7,942,499	8,66,45,448	97,45,133	56,78,755	6'55	43,69,254	8,30,798	+4,78,703	10,450,716	11,40,07,808	63,11,312	20,75,856	1'82	
1882 .	8,028,929	8,75,89,091	1,01,76,190	50,15,619	5'73	43,07,734	8,05,346	-98,461	10,447,214	11,39,69,608	69,18,571	25,70,841	2'25	
1883 .	8,157,542	8,89,91,377	1,19,22,269	67,16,067	7'54	43,38,189	11,44,829	+12,33,049	10,449,273	11,39,92,074	66,31,909	25,26,549	2'22	
1884 .	8,274,713	9,02,69,608	1,21,95,590	68,87,562	7'63	49,09,341	13,17,768	+5,70,453	10,473,022	11,42,51,164	71,41,318	29,35,687	2'57	
1885 .	8,457,042	9,22,58,636	1,31,40,336	74,01,987	8'02	52,35,189	14,57,541	+7,09,257	10,544,706	11,50,33,160	76,57,993	32,79,168	2'85	
1886 .	8,495,850	9,26,82,002	1,35,05,635	78,73,228	8'50	55,87,440	16,97,985	+5,87,803	10,631,619	11,59,81,297	79,66,097	32,29,243	2'78	
1887 .	8,544,452	9,32,12,200	1,21,64,856	69,98,127	7'50	57,17,318	12,56,055	+24,754	10,456,434	11,40,70,190	81,72,535	28,80,029	2'52	
1888 .	8,670,553	9,45,87,846	1,27,38,933	70,48,164	7'45	60,29,893	12,68,879	-2,50,608	10,576,377	11,53,78,656	85,31,054	35,21,615	3'05	
1889 .	8,703,365	9,49,45,797	1,32,34,371	75,41,081	7'94	61,10,257	14,86,390	-55,566	10,668,589	11,63,84,605	91,10,894	37,38,421	3'21	
1890 .	8,737,304	9,53,16,045	1,29,40,370	74,23,195	7'70	54,66,227	14,22,120	+5,34,848	10,815,222	11,79,84,234	95,05,134	45,21,480	2'83	
1891 .	8,762,123	9,55,86,799	1,41,37,769	82,25,120	8'60	58,61,096	18,06,348	+5,56,776	10,903,942	11,89,52,099	93,44,688	39,06,529	3'28	
1892 .	8,756,801	9,55,28,735	1,42,44,478	81,30,959	8'51	65,57,945	17,86,755	-2,13,741	10,979,085	11,97,71,835	96,24,670	42,92,133	3'58	
1893 .	8,823,632	9,62,57,802	1,50,96,045	95,78,044	9'95	66,44,227	25,09,537	+4,24,280	11,035,704	12,03,89,499	1,05,05,036	54,21,742	4'50	
1894 .	8,960,937	9,77,45,855	1,52,48,484	1,00,70,974	10'30	76,09,071	27,35,713	-2,73,810	11,048,154	12,05,25,315	1,03,21,012	49,47,863	4'10	
1895 .	9,147,505	9,97,90,935	1,75,53,067	1,09,37,063	10'96	77,03,258	31,37,619	+96,186	11,081,749	12,08,91,797	1,12,08,407	58,10,310	4'80	
1896 .	9,456,068	10,31,57,107	1,62,03,933	89,00,862	8'60	73,03,613	20,78,128	-4,80,879	11,105,608	12,11,52,091	1,08,80,251	53,85,291	4'44	
1897 .	9,745,104	10,63,10,220	1,42,61,293	64,70,202	6'09	69,36,853	9,51,545	-14,18,196	11,136,169	12,15,01,808	1,14,65,314	59,82,565	4'92	
1898 .	9,951,347	10,85,60,144	1,58,62,726	87,42,205	8'05	67,87,071	19,49,477	+5,657	11,197,627	12,22,69,090	1,07,20,483	54,12,657	4'43	
1899 .	10,263,371	11,40,73,858	1,74,65,045	92,90,365	8'15	67,46,668	21,68,922	+3,74,775	11,288,477	12,24,93,025	1,05,45,102	50,16,254	4'06	
1900 .	10,333,137	11,60,94,044	1,75,98,486	82,28,632	7'08	68,35,449	15,68,577	-1,75,394	11,490,267	12,62,82,369	1,13,39,222	53,70,820	4'25	
1901 .	10,628,511	11,95,61,022	1,59,38,796	87,53,789	7'32	70,04,569	18,11,890	-62,670	11,886,212	13,13,51,379	1,14,86,803	57,85,603	4'40	

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Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yesvantpur-Mysore fron- tier)	57
Bengal Decars	30	Coch Behar	76		
Bengal Decars extension	61	Darjeeling-Himalayan	67	Howrah-Amra	73
Bengal-Nagpur	31	Delhi-Umballa-Kalka	56	Howrah-Sheakhala	67
Pezveda extension	61	Doghur	63	Hyderabad-Godavari Valley	68
Bhivnagar-Gondal-Junagad-Porbandar	35	Dhond-Manirad	32	Indian Midland	73
Bhopal-Itarsi (British section)	78	Dhrangadri	79	Jammu and Kashmir (Native State section)	34
Bhopal-Itarsi (Native State section)	34	Dibru-Sadiya	46	Jamanagar	76
Bhopal-Ujjain	70	Eastern Bengal State	46	Jetalsar-Rajkot	78
Bikaner	77	East Coast State	30	Jodhpur	78
Bizad-Gooma-Biran	69	East India	74	Jodhpur-Hyderabad (British section)	39
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income derived by railways which are not guaranteed by the State.

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TEED COMPANIES.

TEED COMPANIES.												CLASS OF RAILWAYS.
												GAUGE.
												Class No.
												Railway.
												Calen- dar year.
TOTAL GUARANTEED LINES.												TOTAL GAIN OR LOSS TO THE STATE FROM RAIL- WAYS.
Guaran- teed Interest.	Com- pany's share of net traffic receipts.	Gain or loss to the State.	Capital withdrawn for expenditure to end of each year.	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on capital outlay.	Guaran- teed Interest.	Company's share of net traffic receipts.	Gain or loss to the State.		
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
57,04,205	...	—36,29,035	18,331,926	19,99,84,655	1,37,79,274	52,88,524	2'64	1,00,73,459	...	—47,84,935	—1,18,66,564	1879
57,16,332	...	—37,59,195	18,215,010	19,87,09,846	1,44,06,922	66,91,791	3'37	1,00,85,586	5,83,846	—39,77,641	—78,73,025	1880
57,16,365	...	—36,40,509	18,393,215	20,06,53,256	1,60,56,445	77,54,611	3'86	1,00,85,619	8,30,798	—31,61,806	—24,80,232	1881
56,89,011	...	—31,18,170	18,476,213	20,15,58,699	1,70,94,761	75,86,460	3'76	99,96,745	8,06,346	—32,16,631	+8,02,638	1882
57,08,416	...	—31,81,867	18,606,815	20,29,83,451	1,85,54,118	92,42,616	4'55	1,00,46,605	11,44,829	—19,48,818	—71,26,254	1883
64,23,432	...	—34,87,745	18,747,735	20,45,20,772	1,93,36,908	98,23,249	4'80	1,14,22,773	13,17,768	—29,17,292	—53,16,150	1884
67,36,206	...	—34,57,038	19,001,748	20,72,91,796	2,07,98,329	1,06,81,155	5'15	1,19,71,395	14,57,541	—27,47,781	—12,43,467	1885
71,24,952	...	—38,95,709	19,127,469	20,86,63,299	2,14,71,732	1,11,02,471	5'32	1,27,12,392	16,97,985	—33,97,506	—89,88,535	1886
73,20,207	...	—44,40,178	19,000,886	20,72,82,390	2,03,37,391	98,78,156	4'76	1,30,37,525	12,56,055	—44,15,424	—2,00,47,704	1887
76,23,851	...	—41,02,236	19,246,930	20,99,66,504	2,12,69,987	1,05,69,779	5'03	1,36,53,744	12,68,879	—43,52,844	—1,83,84,892	1888
76,69,934	...	—39,31,513	19,371,954	21,13,30,402	2,23,45,265	1,12,79,502	5'34	1,37,80,191	14,86,390	—39,87,079	—1,95,80,611	1889
68,85,958	...	—23,64,478	19,552,526	21,33,00,279	2,24,46,504	1,19,44,675	5'60	1,23,52,185	14,22,120	—18,29,630	—1,24,73,289	1890
73,92,186	...	—34,85,657	19,666,065	21,45,38,898	2,34,82,457	1,21,31,649	5'65	1,32,54,182	18,06,348	—29,28,881	+14,42,354	1891
83,62,369	...	—40,70,236	19,735,886	21,53,00,570	2,38,69,148	1,24,23,092	5'77	1,49,20,314	17,86,755	—42,83,977	—1,08,01,429	1892
84,82,732	...	—30,60,990	19,859,336	21,66,47,301	2,56,01,081	1,49,99,786	6'92	1,51,26,959	25,09,537	—26,36,710	—1,46,49,881	1893
96,56,469	...	—47,08,606	20,008,191	21,82,71,170	2,62,69,496	1,50,18,837	6'88	1,72,65,540	27,35,713	—49,82,416	—1,89,12,739	1894
96,17,435	53,295	—38,60,320	20,229,254	22,06,82,762	2,87,61,474	1,67,47,373	7'59	1,73,20,693	31,90,814	—37,64,131	—1,66,85,692	1895
89,92,684	...	—36,07,393	20,562,076	22,43,09,198	2,70,84,184	1,42,86,153	6'37	1,62,96,297	20,78,128	—40,88,272	—2,44,03,875	1896
84,81,597	91,135	—25,90,167	20,881,273	22,78,12,028	2,57,26,607	1,24,52,767	5'46	1,54,18,450	10,42,680	—40,08,363	—1,06,65,595	1897
82,40,191	90,546	—29,18,080	21,148,974	23,08,30,134	2,65,83,209	1,41,54,862	6'13	1,50,27,262	20,40,023	—29,12,423	—99,51,422	1898
80,58,144	...	—30,41,890	21,551,868	23,75,66,883	2,80,10,147	1,43,06,619	6'02	1,48,04,812	21,68,922	—26,67,115	—28,81,536	1899
81,24,701	...	—27,53,881	21,823,404	24,23,76,413	2,89,37,708	1,35,99,452	5'61	1,49,60,150	15,68,577	—29,29,275	+22,86,846	1900
83,15,733	...	—25,30,130	22,514,723	25,09,12,401	2,74,25,599	1,45,39,392	5'79	1,53,20,302	18,11,890	—25,92,800	+1,20,02,044	1901

Jorhat	50
Karaikal-Peralam	80
Kamgaon	69
Kolar Gold-fields	72
Kolhapur	74
Ledo and Tikak-Mergherika Colliery.	62
Lucknow-Bareilly	39
Ludhiana-Dhuri-Jakhal	76
Madras	52
Madras (North East line)	36
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Petlad Cambay (Tarapur Cambay section)	71
Pondicherry	81
Powayan Light	64
Raipur-Dhamtari	44
Rajpipla	75
Rajputana-Bhatinda	75
Rajputana-Malwa	36
Ranaghat-Krishnagar	66

Rohilkund and Kumaon	64
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Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

CLASS OF RAILWAYS.	COLLIERIES.						OTHER CHARGES.					TOTAL GAIN OR LOSS TO THE STATE.
							UNCLASSIFIED EXPENDITURE.		39. Guaranteed companies—Land and supervision.	40. Subsidised companies—Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
							Capital outlay.	Gain or loss to the State.				
Gauge.												
Class No.												
Railway.												
Calendar year.	Capital expenditure to end of each year.	Gross earnings.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Capital outlay.	Gain or loss to the State.				
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1879 .	Information not available.						Information not available.		6,32,840	...	1,96,830	-1,26,96,234
1880 .									5,76,140	...	5,77,080	-90,26,245
1881 .									7,47,450	1,32,260	5,18,600	-38,78,542
1882 .									7,21,820	2,59,920	25,39,950	-27,19,052
1883 .									1,60,529	-6,421	6,73,260	5,45,730	-12,94,050	-71,94,893
1884 .							2,77,269	-10,076	6,14,570	3,95,510	9,75,540	-73,11,846
1885 .	2,27,954	34,893	-38,355	...	6,868	-45,223	2,93,561	-11,413	7,25,530	4,41,250	9,92,740	-35,29,623
1886 .	5,59,657	45,051	-61,309	...	13,930	-76,239	48,00,526	-1,91,842	6,62,350	4,52,430	9,43,990	-1,13,15,146
1887 .	6,20,414	1,03,639	17,878	2'88	23,291	-5,413	37,53,926	-1,50,168	5,14,350	4,36,270	5,18,470	-2,16,72,375
1888 .	8,64,543	1,58,630	91,505	10'58	32,087	+59,418	47,05,423	-1,88,203	4,43,450	2,80,710	7,06,340	-1,99,44,177
1889 .	8,46,302	2,08,633	-19,748	...	34,217	-54,165	36,96,648	-1,47,866	3,09,520	6,91,300	14,91,240	-2,22,74,702
1890 .	9,09,570	3,64,292	1,05,450	11'59	35,117	+70,333	60,01,712	-2,39,338	4,29,680	3,62,880	14,91,970	-1,49,27,024
1891 .	24,75,244	8,60,255	1,63,447	6'60	1,00,320	+63,127	63,50,103	-2,53,834	1,92,570	3,31,300	9,20,600	-1,92,823
1892 .	25,53,361	8,58,941	58,863	2'31	1,01,844	-42,981	63,19,388	-2,61,588	2,94,230	2,90,260	-1,08,600	-1,15,81,888
1893 .	25,54,329	9,04,575	50,120	1'96	1,02,660	-52,540	64,91,787	-2,61,790	3,40,040	2,10,000	10,34,390	-1,65,48,641
1894 .	30,84,484	10,20,808	76,102	2'47	1,16,121	-40,019	65,60,878	-2,62,080	3,15,410	1,66,940	10,03,600	-2,07,00,788
1895 .	30,96,232	9,16,896	1,09,765	3'55	1,22,496	-12,731	66,67,155	-2,64,714	2,88,080	1,82,510	7,16,490	-1,81,50,217
1896 .	30,84,097	9,23,522	1,65,095	5'35	1,23,225	+41,871	66,89,067	-2,67,564	-15,938	6,46,486	5,81,805	-2,58,91,921
1897 .	30,75,712	8,88,935	1,41,307	4'60	1,23,765	+17,542	67,40,736	-2,69,474	1,61,611	9,58,305	5,87,519	-2,16,24,962
1898 .	29,49,005	10,44,140	2,11,183	7'16	1,20,269	+90,914	67,55,803	-2,71,795	2,98,114	6,75,823	56,973	-1,11,63,214
1899 .	28,35,874	7,52,267	1,74,385	6'15	81,628	+92,757	73,79,773	-2,90,852	7,26,013	2,84,004	5,16,639	-46,06,287
1900 .	16,65,993	6,07,603	2,03,523	12'22	68,646	+1,34,877	73,87,308	-3,24,506	2,68,754	70,061	8,86,011	+8,72,391
1901 .	16,23,122	6,91,280	2,58,355	15'92	66,682	+1,91,673	73,81,054	-5,26,762	-1,94,361	-3,36,165	6,08,052	+1,15,41,198

* The figures up to 1805 are for official years, those for 1806 and 1807 are for financial years.

* The figures up to 1895 are for official years, these for calendar years are not available.

† Arrived at thus:

Total charge 1,24,761
Deduct—Repayment of advances of interest 4,61,226

-3,36,465

† Arrived at thus:

Total gain to the State Rs. 1,14,99,729
Add—Brahmaputra-Sultanpur railway transaction 18,961
Hardwar-Dehra 22,508

Grand total gain to the State 1,15,41,198

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Assam-Bengal	
Barsi Light	
Bengal and North-Western (Company's section).	
Bengal Central	
Bengal Doars	
Bengal Doars extensions	
Bengal Nagpur	
Bezawada extension	
Bhavnagar-Gondal-Jamnagar-Porbandar	
Bhopal-Itarsi (British section)	
Bhopal-Itarsi (Native State Section)	
Bhopal-Ujjain	
Bikaner	
Bina-Goon-Baran	

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61	Cooch-Behar
61	Darjeeling-Himalayan
31	Delhi-Umballa-Kalka
35	Deoghur
78	Dhond-Mannmad
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49	Hindupur (Yesvantpur-Mysore-Frontier)
76	Howrah-Amta
56	Howrah Sheakhalla
63	Hyderabad-Godavari Valley
32	Indian Midland
79	Jammu and Kashmir (Native State section.)
46	Jamnagar
46	Jetalsar-Rajkot
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74	Jodhpur-Hyderabad (British section)

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income derived by railways which are not guaranteed by the State.

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State expenditure on Patri branch.	Capital expenditure on surveys (excluding abandoned surveys).	Stores suspense balances.	LINES UNDER CONSTRUCTION.										Cal-endar year.
			5' 6"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	2' 6"	2' 6"	2' 6"	TOTAL.	
			6 (d)	9 (m)	9 (n)	11 ()	14 (b)	23 (e)	1 (e)	4 (d)	7 (h)		
				✓				Tinnerelly Quilon (Travancore) Branch (Native State Section)).		Jubbulpur-Gond a extension and branches.	Khushalgarh Kohat Thal.		
			Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.	Capital outlay.			Capital outlay.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
8,08,405	...	...	...	...	...	...	...	...	...	...	...	...	1879
8,08,505	...	...	...	...	...	...	...	...	...	...	...	...	1880
8,08,405	...	...	...	...	...	...	...	...	...	...	...	...	1881
8,08,405	7,24,624	...	...	...	...	...	...	...	...	...	...	...	1882
8,08,405	9,72,535	...	...	...	...	...	...	...	...	...	...	...	1883
8,08,405	13,24,163	...	...	...	...	...	...	...	...	...	...	...	1884
8,08,405	16,20,228	...	...	...	...	...	...	...	...	...	...	...	1885
8,08,405	32,59,100	...	...	...	...	...	...	...	...	...	...	...	1886
8,08,405	14,72,443	...	...	...	...	...	...	...	...	...	...	...	1887
8,08,405	28,78,066	9,07,568	...	...	...	...	...	...	...	...	...	...	1888
8,08,405	32,82,526	6,24,951	...	...	...	...	...	...	...	...	...	...	1889
8,08,405	42,79,147	9,27,308	...	...	...	...	...	...	...	...	...	...	1890
8,08,405	49,35,844	8,40,529	...	...	...	...	...	...	...	...	...	...	1891
8,08,405	46,36,757	34,12,093	...	...	...	...	...	...	...	...	...	...	1892
8,08,405	38,55,759	8,56,505	...	...	...	...	...	...	...	...	...	...	1893
8,08,405	47,13,172	16,31,104	...	...	...	...	...	...	...	...	...	...	1894
8,08,405	51,48,973	17,12,436	...	...	...	...	...	...	...	...	...	...	1895
8,08,405	49,73,599	21,31,290	...	...	...	...	...	...	...	...	...	...	1896
8,08,405	49,11,956	5,60,764	...	33,457	...	...	...	...	...	...	...	33,457	1897
8,08,405	48,66,514	4,23,362	...	1,25,646	...	53,921	...	...	...	...	...	2,16,643	1898
8,08,405	51,02,708	9,26,315	...	4,44,495	7,534	80,927	...	38,187	5,53,228	...	...	12,04,822	1899
8,08,405	54,70,849	5,89,959	...	7,33,467	29,885	28,47,394	...	8,16,407	13,18,465	...	...	89,13,365	1900
8,08,405	56,62,368	21,60,756	50,816	8,40,591	6,60,716	50,82,280	34,303	30,59,022	34,86,993	9,41,785	1,87,007	1,43,43,513	1901

Jorhat	50
Karaiikkal-Peralam	80
Khamgaon	60
Kolar Gold-fields	72
Kolhapur	74
Ledo and Tikak-Margherita Colliery.	62
Lucknow-Bareilly	39
Ludhiana-Dhuri-Jakhal	76
Madras	52
Madras (North East line)	36
Morvi	79
Mymensingh-Jamalpur-Jagannath-ganj.	59
Mysore-Nanjangud	74
Mysore section (Southern Mahratta).	40
Nagda-Ujjain	70
Nilgiri	60

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North Western State	48
Nowshera-Durgai	48
Oudh and Rohilkhand State	47
Palampur-Deesa (State portion)	37
Palampur-Deesa (Darbar portion)	71
Pellad Cambay (Aanaad-Tarapur section)	71
Pellad Cambay (Tarapur Cambay section)	71
Pondicherry	81
Powayan Light	64
Raipur-Dhamtari	44
Rajpipla	75
Rajputana-Bhatinda	75
Rajputana-Malwa	35
Ranaghat-Krishnagar	65

Rohilkund and Kumaon	64
Sagauli-Raxaul	63
South Behar	56
South Indian	42
Southern-Mahratta	40
Southern Punjab	58
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Tapti Valley	58
Tarakeshwar-Magra	65
Tarkessur	57
Tezpur-Balipara	66
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Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

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ASSISTED

CLASS OF RAILWAYS.	5' 6"										1 (c)				
	1 (b)										SOUTH BEHAR.				
	DELHI-UMBALLA-KALKA.										Capital outlay.	Gross earnings.	Net earnings.	Per-centage of (3) on (1).	Rebate from E. I. Ry.
	Calen- dar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (3) on (1).	Subsidy from Government.	Total Income. (3) + (5).	Percent- age of (6) on (1).	Capital outlay.	Gross earnings.	Net earnings.	Per-centage of (3) on (1).	Rebate from E. I. Ry.	Total income. (3) + (5).	Percent- age of (6) on (1).
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	
1879
1880
1881
1882
1883
1884
1885
1886
1887
1888
1889	...	58,90,335	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	...	1,35,55,580	...	...	...	...	...	...	4,72,002	3'04	...	...	...	...	...
1891	...	1,55,44,692	9,07,697	4,72,002	3'04	...	...	...	5,62,520	3'56	...	...	...	...	...
1892	...	1,58,22,137	10,81,769	5,62,520	3'56	...	...	...	6,23,224	4'01	...	...	...	...	...
1893	...	1,55,24,600	11,98,508	6,23,224	4'01	...	...	...	6,95,514	4'48	...	...	...	...	...
1894	...	1,55,25,547	31,37,526	6,95,514	4'48	...	...	...	7,59,470	4'90	5,17,988	...	...	...	...
1895	...	1,55,06,120	14,60,519	7,59,470	4'90	...	...	...	6,85,797	4'44	30,88,026	...	...	...	...
1896	...	1,54,49,783	13,18,840	6,85,797	4'44	...	...	...	8,18,126	5'34	62,72,345	...	...	...	...
1897	...	1,53,26,585	15,73,319	8,18,126	5'34	...	...	...	8,35,906	5'45	97,45,791	...	...	...	...
1898	...	1,53,43,587	16,07,512	8,35,906	5'45	...	...	...	7,29,541	4'77	1,18,16,730	2,03,328	1,32,163	1'12	33,403
1899	...	1,53,01,272	14,49,378	7,29,541	4'77	...	...	...	7,13,712	4'66	1,23,15,110	4,67,133	3,03,636	2'47	1,44,404
1900	...	1,53,15,467	13,72,523	7,13,712	4'66	9,39,046	6'14	1,23,66,533	5,14,870	3,08,822	2'50	1,28,082
1901	...	1,52,92,648	18,05,858	9,39,046	6'14

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Amrāoti	...
Assam-Bengal	...
Bārsi Light	...
Bengal and North-Western	(Com-pany's section)
Bengal Central	...
Bengal Doars	...
Bengal Doars extensions	...
Bengal-Nāgpur	...
Bezwada extension	...
Bhāvnagar-Gondal-Junāgrad Porbandar	...
Bhopal-Itārsi (British section)	...
Bhopal-Itārsi (Native State section)	...
Bhopal-Ujjain	...
Bikaner	...
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income derived by railways which are not guaranteed by the State.

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COMPANIES.												CLASS: OF RAILWAYS
5' 6"												GAUGE.
1 (d)				5 (a)				6 (b)				Class: No.
TARKESSUR.				CALCUTTA PORT COMMISSIONERS'.				HARDWAR-DEHRA.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar Year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
16,88,995	2,62,313	1,24,424	7'37	...	...	...	...	...	...	...	...	1885
17,24,717	2,49,003	1,19,136	6'91	...	...	...	...	...	...	...	...	1886
17,28,410	2,63,792	1,32,274	7'65	...	...	...	...	...	...	...	...	1887
17,34,822	2,79,717	1,36,780	7'88	...	...	...	...	...	...	...	...	1888
17,28,138	2,84,895	1,36,578	7'90	...	...	...	...	...	...	...	...	1889
17,28,778	2,86,526	1,44,283	8'35	...	...	...	...	...	...	...	...	1890
17,29,021	3,05,132	1,63,478	9'45	...	...	...	...	...	...	...	...	1891
17,32,567	2,93,674	1,54,837	8'94	57,83,167	2,70,920	1,30,915	2'26	...	...	...	...	1892
17,47,280	2,83,051	1,50,420	8'61	58,79,200	3,03,387	1,16,527	1'98	...	...	...	...	1893
17,47,840	3,06,159	1,56,469	8'95	58,79,200	3,23,372	1,38,054	2'35	...	...	...	...	1894
17,53,340	3,08,156	1,59,091	9'07	65,14,893	3,87,560	1,77,139	2'72	...	...	...	...	1895
17,56,898	3,13,243	1,57,005	8'95	68,49,276	4,41,434	2,19,264	3'21	...	...	...	...	1896
17,57,160	3,12,656	1,62,563	9'25	70,78,605	3,93,527	1,48,707	2'10	1,96,017	...	...	...	1897
17,77,085	3,14,056	1,58,461	8'92	71,28,712	4,28,262	1,49,581	2'10	10,70,545	...	...	...	1898
17,84,166	3,08,759	1,52,491	8'55	71,96,940	4,46,546	1,92,456	2'67	23,42,687	...	...	...	1899
17,84,166	3,32,965	1,61,132	9'03	73,81,086	5,32,956	1,73,297	2'35	25,67,093	1,60,485	80,243	3'13	1900
17,92,293	3,30,390	1,57,828	8'81	97,54,678	5,40,852	2,22,316	2'27	28,12,301	2,13,456	1,06,728	3'80	1901

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Karaikkal-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khamgaon	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhapur	74	Palanpur-Deesa (State portion)	37	Southern Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Palanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Petlad-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Mayavaram-Mutupet)	43
Ludhiana-Dhuri-Jakkhal	76	Petlad-Cambay (Tarapur-Cambay section)	71	Tapti Valley	58
Madras	52	Pondicherry	81	Tarakeshwar-Magra	65
Madras (North-East line)	35	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Balipara	66
Mymensingh-Jamulpur-Jagannath-ganj	59	Rajpipla	75	Udhkot State	38
Mysore-Nanjangud	74	Rajputana-Bhatinda	75	Udampur-Chitor	77
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	36	Wardha Coal	32
Nagda-Ujjain	70	Ranaghat-Krishnagar	66	West of India Portuguese	80
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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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WORKED BY COMPANIES.											CLASS : RAIL- WAYS.
3' 3 3/4".											GAUGE.
12 (a)							12 (b)				CLASS : No.
BENGAL DOOARS.							BENGAL DOOARS EXTENSIONS.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (1) on (3).	Subsidy from District Board.	Total income. (3) + (5).	Percentage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
(1)	(2)	(3)	(4)	(5)	(6)	(7)					
Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	...	...	...	1890
16,479	...	...	...	...	...	...	...	...	...	...	1891
12,67,626	...	...	...	...	...	...	...	...	...	...	1892
18,49,091	1,14,812	57,639	3'12	...	57,639	3'12	...	...	...	...	1893
22,84,224	2,05,286	1,04,291	4'57	4,000	1,44,291	6'32	...	...	...	...	1894
23,26,476	3,53,537	1,27,458	5'48	4,000	1,31,458	5'65	...	...	...	...	1895
24,33,213	2,70,450	1,31,813	5'42	...	1,31,813	5'42	...	...	...	...	1896
26,50,713	2,86,407	1,45,239	5'48	...	1,45,289	5'48	72,151	...	...	...	1897
26,68,050	2,69,089	1,10,620	4'15	4,000	1,14,620	4'30	4,03,611	...	...	...	1898
26,26,748	2,73,037	1,18,416	4'51	...	1,18,416	4'51	26,75,455	...	...	...	1899
26,42,695	3,32,730	1,89,461	7'17	...	1,82,461	7'17	47,11,632	16,191	5,015	0'11	1900
26,44,873	3,10,920	1,76,399	6'67	...	1,76,399	6'67	62,26,567	1,76,399	68,937	1'11	1901

Jorhat	50
Karailkal-Peralam	80
Khamgaon	69
Kolar Gold-fields	72
Kolhapur	74
Ledo and Tikak-Margherita Colliery	62
Lucknow-Bareilly	39
Ludhiana-Dhuri-Jakhal	76
Madras	52
Madras (North-East line)	36
Morvi	79
Mymensingh-Jamalpur-Jagannath-ganj	59
Mysore-Nanjangud	74
Mysore section (Southern Mahratta)	40
Nagda Ujjain	70
Nilgiri	60

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Rohilkund and Kumaon	64
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Udaipur-Chitor	77
Wardha Coal	32
West of India Portuguese	80

Appendix 7.
Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

ASSISTED											
CLASS: OF RAILWAYS.	3' 3 ³ / ₄ "										
GAUGE.											
Class : No.	13 (a)							13 (b)			
Railway.	DIBRU-SADIYA.							LEDO AND TIRAK-MARGHERITA COLLILRY.			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage of (3) on (1).	Subsidy from Government.	Total Income. (3) + (5)	Percentage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)				
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1879	...	...	...	...	...	...	...	...	...	...	...
1880	...	...	...	...	...	...	...	...	...	...	...
1881	...	...	...	...	...	...	...	...	...	...	...
1882	...	...	...	...	...	...	...	...	...	...	...
1883	22,22,253	48,220	—35,375	...	...	...	...	...	...	...	...
1884	40,65,288	2,06,133	—68,406	...	54,550	—13,856	...	...	...	...	...
1885	49,46,729	2,57,335	—63,864	...	54,500	—9,364	...	...	...	...	...
1886	49,73,753	3,46,479	53,154	1'07	54,654	1,07,808	2'17	...	...	...	...
1887	53,32,605	4,04,928	1,02,540	1'92	1,00,000	2,02,540	3'80	...	...	...	...
1888	53,73,445	4,25,530	1,01,759	1'89	1,00,000	2,01,759	3'75	...	...	...	...
1889	55,18,750	4,64,018	1,25,147	2'27	1,00,000	2,25,147	4'08	...	...	...	...
1890	57,06,682	5,14,266	1,76,960	3'10	1,00,000	2,76,960	4'85	...	...	...	...
1891	67,05,474	4,98,682	1,70,526	2'54	1,00,000	2,70,526	4'03	...	...	...	...
1892	69,56,304	5,13,213	1,63,719	2'35	1,00,000	2,63,719	3'79	...	...	...	...
1893	71,70,562	5,12,098	1,52,972	2'13	1,00,000	2,52,972	3'53	...	...	...	...
1894	70,97,487	5,31,645	1,95,732	2'76	1,00,000	2,95,732	4'17	...	...	...	...
1895	74,02,729	6,01,142	2,69,543	3'64	1,00,000	3,69,543	4'99	...	...	...	...
1896	74,01,496	6,47,360	3,12,286	4'22	1,00,000	4,12,286	5'57	...	...	...	...
1897	74,20,119	7,74,189	2,64,750	3'57	1,00,000	3,64,750	4'92	11,46,240	45,871	8,024	0'70
1898	74,40,474	7,81,415	2,82,478	3'80	50,000	3,32,478	4'33	12,00,698	55,313	3,752	0'31
1899	74,56,183	8,59,414	4,49,688	6'03	*37,978	4,87,666	6'54	12,83,416	63,084	22,053	1'72
1900	77,14,349	9,00,847	4,62,381	5'99	...	4,62,381	5'99	12,84,375	65,724	17,981	1'40
1901	82,00,747	9,28,570	4,73,307	5'77	...	4,73,307	5'77	16,30,162	70,293	11,145	0'68

* Subsidy due for previous period
† Credited to interest

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Bengal Doars	61	Cooch-Behar	76
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Bengal-Nagpur	31	Delhi-Umballa-Kalka	56
Bezwa extension	35	Deoghur	63
Bhuvanagar-Gondal-Junagad-Porbandar	28	Dhond-Mannad	32
Bhopal-Itarsi (British section)	34	Dhrangadra	79
Bhopal-Itarsi (Native State section)	70	Dibru-Sadiya	62
Bhopal-Ujjain	70	Eastern Bengal State	46
Bikaner	77	East Coast State	46
Bina-Goonna-Baran	69	East Indian	30
		Gackwar's Dabhoi	74
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		Hardwar-Dehra	57
		Hindupur (Yesvantpur-Mysore frontier)	73
		Howrah-Amra	67
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		Hyderabad-Godavari Valley	73
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income derived by railways which are not guaranteed by the State.

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3' 3½"												GAUGE.
15 (a)				16 (a)				16 (c)				Class: No.
DEOGHUR.				BENGAL AND NORTH-WESTERN				SAGAUJI-RAXAUL.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
2,73,331	19,639	6,242	2'28	...	...	...	...	...	...	...	...	1883
2,75,000	23,735	10,704	3'90	1,52,47,428	77,670	—26,221	...	...	...	...	...	1884
2,75,000	23,987	9,908	3'60	2,01,86,980	12,05,320	6,10,799	3'03	...	...	...	...	1885
2,75,042	25,017	11,743	4'27	2,36,16,102	18,54,074	8,09,189	3'43	...	...	...	...	1886
2,75,043	24,532	12,108	4'40	2,56,22,684	19,44,002	8,37,004	3'27	...	...	...	...	1887
2,81,180	25,812	11,521	4'10	2,61,51,593	22,09,553	9,88,844	3'78	...	...	...	...	1888
2,82,876	28,533	12,695	4'49	2,63,41,872	22,11,824	10,53,954	4'00	...	...	...	...	1889
2,82,616	26,095	10,915	3'86	2,57,94,904	22,18,615	12,52,397	4'86	...	...	...	...	1890
2,82,752	31,165	15,429	5'46	2,76,68,842	24,76,909	16,23,993	5'87	...	...	...	...	1891
2,88,329	26,954	9,707	3'37	2,83,88,821	29,39,077	17,01,254	5'99	...	...	...	...	1892
2,87,364	37,809	19,103	6'65	2,84,84,231	26,14,546	16,48,702	5'79	...	...	...	...	1893
2,87,526	29,425	9,659	3'36	2,87,24,887	26,17,242	17,67,623	6'15	...	...	...	...	1894
2,88,086	33,611	15,308	5'31	3,12,95,794	25,71,036	17,55,675	5'61	...	...	...	...	1895
2,87,797	30,014	11,498	4'00	3,43,36,114	26,26,033	17,41,786	5'07	1,26,044	...	...	...	1896
2,87,942	30,320	11,152	3'87	4,10,32,207	27,55,718	17,99,182	4'38	6,68,783	...	...	...	1897
2,88,453	32,100	6,601	2'28	4,66,78,822	33,31,890	20,50,805	4'39	8,07,550	...	...	...	1898
2,87,525	33,262	6,678	2'32	5,16,06,763	43,44,861	27,32,831	5'30	10,81,740	5,433	†	...	1899
2,87,379	34,900	7,376	2'56	5,24,73,019	44,56,593	25,28,996	4'82	12,12,073	25,830	†	...	1900
2,85,265	48,293	18,616	6'53	5,50,91,830	53,66,794	31,74,225	5'76	10,67,014	37,182	13,593	1'27	1901

received during 1899.
on capital.

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Khamgaon	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhāpur	74	Pālanpur-Deesa (State portion)	37	Southern Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Pālanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Petlād-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Māyavaram-Mutpet)	43
Ludhiāna-Dhuri-Jakhal	76	Petlād-Cambay (Tarapur-Cambay section)	71	Tāpti Valley	58
Madras	52	Pondicherry	81	Tārakeshwar-Magra	65
Madras (North-East line)	36	Powayan Light	64	Tārakessur	57
Morvi	79	Rajpur-Dhamtari	44	Tezpur-Bālipara	66
Mymensingh-Jamalpur-Jugannath-ganj	59	Rajputana	75	Tirhoot State	38
Mysore-Nanjangūd	74	Rajputana-Bhātinda	75	Udaipur-Clutor	77
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	36	Wardha Coal	32
Nāgdā-Ujjain	70	Rāuaghat-Krishnagar	66	West of India Portuguese	80
Nilgiri	60				

Appendix 7. Gain or loss.

Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

ASSISTED

CLASS OF RAILWAYS.		3' 3 3/4"						2' 6"				
GAUGE.		17 (a)						17 (c).				
Class : No.		ROHILKUND AND KUMAON.						POWAYAN LIGHT				
Railway.		Capital outlay.	Gross earnings.	Net traffic earnings.	Percent of (3) on (1)	Subsidy from Government.	Total income. (3) + (5)	Percent of (6) on (1)	Capital expenditure to end of each year.	Gross earnings.	Net traffic earnings.	Per cent. on Capital outlay.
Calendar year.		(1)	(2)	(3)	(4)	(5)	(6)	(7)				
		Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1879		...	...	...	...	...	...	...	...	...	...	...
1880		...	...	...	...	...	...	...	...	...	...	...
1881		...	...	...	...	...	...	...	...	...	...	...
1882		...	...	...	...	...	...	...	...	...	...	...
1883		19,40,266	36,543	...	1,734	0'09	...	1,734	0'09	...	...	...
1884		...	...	...	...	...	...	...	...	...	...	...
1885		21,71,124	2,38,572	40,153	1'85	40,000	80,153	3'69	...	...	...	...
1886		22,52,962	3,00,191	83,832	3'72	40,000	1,23,832	5'50	...	...	...	...
1887		22,91,619	3,19,274	76,800	3'35	40,000	1,16,800	5'10	...	...	...	...
1888		23,40,100	3,34,092	1,02,120	4'36	40,000	1,42,120	6'07	...	...	...	...
1889		23,96,624	3,72,270	1,20,135	5'01	40,000	1,60,135	6'67	...	...	...	...
1890		20,37,223	3,14,834	1,11,003	5'45	40,000	1,51,003	7'41	...	...	...	...
1891		20,49,458	3,85,084	1,33,440	5'62	20,000	1,53,440	7'49	...	...	...	...
1892		20,58,575	5,20,567	1,57,780	6'82	40,000	1,97,780	9'61	...	...	...	...
1893		20,82,280	4,25,909	1,43,180	6'17	40,000	1,83,180	8'80	...	...	...	...
1894		20,80,440	4,50,315	1,75,191	7'16	40,000	2,15,191	10'34	...	...	...	...
1895		20,78,251	4,04,504	1,52,973	7'36	...	1,52,973	7'36	...	...	...	...
1896		20,79,863	4,26,905	1,54,595	7'43	...	1,54,595	7'43	...	...	...	...
1897		21,20,428	4,23,720	1,73,184	8'17	...	1,73,184	8'17	...	...	...	...
1898		21,42,552	4,62,308	2,21,899	10'36	...	2,21,899	10'36	...	...	...	...
1899		21,48,313	4,65,623	2,34,020	10'89	...	2,34,020	10'89	...	...	...	...
1900		21,53,125	4,37,572	2,28,048	10'59	...	2,28,048	10'59
1901		22,09,423	3,84,314	2,09,896	9'50	...	2,09,896	9'50

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Bezawada extension	...
Bhuvanagar-Gondal-Junagad Porbandar	...
Bhopal-Itarsi (British section)	...
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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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COMPANIES—contd.

2' 6"								CLASS : OF RAILWAYS.
26 (a)				27 (a)				GAUGE.
BÁRSI.				TARAKESHWAR-MÁGRA.				Railway.
BÁRSI.				TARAKESHWAR-MÁGRA.				Class : No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	1887
...	...	...	...	...	...	...	...	1888
...	...	...	...	...	...	...	...	1889
...	...	...	...	...	...	...	...	1890
...	...	...	...	...	...	...	...	1891
...	...	...	...	...	...	...	...	1892
...	...	...	...	...	...	...	...	1893
...	...	...	...	...	...	...	...	1894
2,357	...	...	...	...	...	...	...	1895
10,06,657	...	...	...	...	...	...	...	1896
13,43,891	1,07,778	21,360	1'60	...	...	...	...	1897
13,42,591	1,30,321	24,559	1'83	9,44,627	74,074	21,002	2'22	1898
13,56,809	1,56,118	64,475	4'75	9,62,446	66,168	12,192	1'27	1899
13,56,501	1,24,440	42,440	3'13	9,61,811	76,594	20,961	2'18	1900
12,99,589	1,68,238	79,588	6'13	9,72,175	83,150	19,890	2'04	1901

Jorhát	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	64
Káráikkal-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khámgao	69	Nowshera-Durgai	48	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhápúr	74	Pálanpur-Deesa (State portion)	37	Southern Maharatta	40
Ledo and Tikak-Margherita Colliery	62	Pálanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	39	Petlád-Cambay (Anand-Tarapur section)	71	Tanjore District Board (Máayavaram-Mutupet)	43
Ludhiána-Dhuri-Jakhal	76	Petlád-Cambay (Tarapur-Cambay section)	71	Tápti Valley	58
Madras	52	Pondicherry	81	Tárákeshwar-Mágra	65
Madras (North-East line)	36	Powayan Light	64	Tarkessur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bálipárá	66
Mymensingh-Jamálpur-Jagannath-ganj	59	Rajpipla	75	Tirhoot State	38
Mysore-Nanjangúd	74	Rajputana-Bhátinda	75	Udaipur-Chitor	77
Mysore section (Southern Mahratta)	40	Rajputana-Malwa	75	Wardha Coal	32
Nagdá-Ujjain	70	Ráraghat-Krishnagar	66	West of India Portuguese	80
Nilgiri	60				

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

ASSISTED

CLASS: OF RAILWAYS.		2' 6"												29 (a)			
GAUGE.		28 (a)							TEZPUR-BÁLIPÁRÁ.								
Class : No.		RÁNAGHAT-KRISHNAGAR.															
Railway.	Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (3) on (1).	Subsidy from District Board.	Total income (3) + (5).	Percent- age of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Per cent- age of (3) on (1).	Subsidy from District Board.	Total income (3) + (5).	Per- cent- age of (6) on (1).		
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
		Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.			
1879			
1880			
1881			
1882			
1883			
1884			
1885			
1886			
1887			
1888			
1889			
1890			
1891			
1892			
1893			
1894			
1895			
1896			
1897			
1898		7,22,369	...	...	...	8,415	1 16	12,352	20,767	2'85	4,74,177	85,745	20,157	4'41	5,000
1899		7,27,809	46,348	...	...	...	...	...	...	...	...	95,157	26,156	5'52	5,000
1900		7,51,809	69,302	19,142	...	...	2'59	9,472	28,914	3'85	4,87,240	95,981	25,797	5'29	5,000
1901		7,51,157	69,117	15,185	...	...	2'02	1,465	16,650	2 22	4,87,240	83,840	16,898	3'47	5,000

* Due to re-payments to Government by the Railway Company on account

+ Share of profits exceeding 4 per cent.

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* Due to re-payments to Government by the Railway Company on account
† Share of profits exceeding 4 per cent.

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Bengal Doars	...
Bengal Doars extensions	...
Bengal-Nágpur	...
Bezwada extension	...
Bhánagar-Gondal-Junágad-Porbandar	...
Bhopal-Itársi (British section)	...
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61	Delhi-Umballa-Kalka
31	Deoghur
35	Dhond-Mánmad
78	Dhrángadrá
34	Dibru-Sadiya
70	Eastern Bengal State
70	East Coast State
77	East Indian
69	Gaekwar's Dabhoi

Page.	Gaekwar's Mehsána
73	Great Indian Peninsula
52	Guntakal-Mysore frontier
59	Gwalior Light
43	Hardwar-Dehra
57	Hindupur (Yesvantpur-Mysore fron- tier)
49	Howrah-Amra
76	Howrah-Sheakhala
67	Hyderabad-Godávri Valley
56	Indian Midland
63	Jammu and Kashmir (Native State section)
32	Jamnagar
79	Jetalsar-Rájkot
62	Jodhpur
46	Jodhpur-Hyderabad (British section)
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income derived by railways which are not guaranteed by the State.

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COMPANIES—concl'd.

2' 6'							2' 0"							CLASS: OF RAIL- WAYS.
30 (a)							31 (a)							Gauge.
DARJEELING-HIMALAYAN.							HOWRAH-AMTA.							Class: No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (3) on (1).	Subsidy from Govern- ment.	Total income (3) + (5).	Per- centage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- centage of (3) on (1).	Subsidy from District Board.	Total income (3) + (5).	Per- centage of (6) on (1).	Railway.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1879
14,33,651	...	34,197	2'39	...	34,197	2'39	...	...	...	...	...	...	...	1880
18,18,723	2,61,154	1,15,522	6'35	...	1,15,522	6'35	...	...	...	...	...	...	...	1881
23,56,112	3,66,474	89,045	3'78	...	89,045	3'78	...	...	...	...	...	...	...	1882
26,04,304	4,21,944	1,55,725	5'98	...	1,55,725	5'98	...	...	...	...	...	...	...	1883
27,23,210	4,35,024	1,46,725	5'39	...	1,46,725	5'39	...	...	...	...	...	...	...	1884
27,27,823	4,31,103	1,63,350	5'99	...	1,63,350	5'99	...	...	...	...	...	...	...	1885
27,32,136	4,16,476	2,42,109	8'86	...	2,42,109	8'86	...	...	...	...	...	...	...	1886
27,43,214	4,77,151	2,10,623	7'68	...	2,10,623	7'68	...	...	...	...	...	...	...	1887
27,71,926	6,14,823	2,83,327	10'22	...	2,83,327	10'22	...	...	...	...	...	...	...	1888
29,40,423	5,74,294	2,29,117	7'80	...	2,29,117	7'80	...	...	...	...	...	...	...	1889
29,52,108	5,76,416	2,32,824	7'89	...	2,32,824	7'89	...	...	...	...	...	...	...	1890
30,39,693	6,13,387	2,58,253	8'44	...	2,58,253	8'44	...	...	...	...	...	...	...	1891
31,09,079	6,35,778	2,66,647	8'57	...	2,66,647	8'57	...	...	...	...	...	...	...	1892
31,72,223	6,34,181	2,83,993	8'50	—1,55,418	1,27,485	4'02	...	...	...	...	...	...	...	1893
31,77,536	6,36,284	2,56,286	8'10	—29,756	2,26,530	7'13	...	...	...	...	...	...	...	1894
31,99,765	7,39,618	3,59,933	11'25	—61,740	2,98,193	9'32	...	...	...	...	...	...	...	1895
33,12,732	7,81,594	3,59,667	10'25	—62,087	2,97,580	8'98	...	...	...	...	...	...	...	1896
33,15,455	7,44,266	3,33,188	10'05	—55,929	2,77,259	8'36	...	...	...	...	...	...	...	1897
33,65,923	7,54,580	3,41,109	10'13	—59,432	2,81,667	8'37	11,24,713	1,89,519	78,910	7'02	—15,062	63,848	5'68	1898
35,08,469	7,14,985	2,49,770	7'12	—34,933	2,14,837	6'12	11,41,307	2,50,763	1,12,794	9'88	—27,835	84,959	7'44	1899
34,99,487	8,02,158	3,51,840	10'34	...	3,51,840	10'34	11,98,283	2,36,418	1,23,104	10'36	—30,244	92,860	7'81	1900
34,78,411	7,87,941	3,13,618	9'02	...	3,13,618	9'02	11,96,697	2,60,530	1,14,082	9'53	—26,146	87,936	7'35	1901

of the up-keep and maintenance of the cart road utilized by the railway.
per annum paid to District Board.

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Jorhāt	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	64
Kāraikkāl-Peralam	80	North Western State	48	Sagauli-Raxaul	63
Khāmgaon	69	Nowshera-Durgai	43	South Behar	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42
Kolhāpur	74	Palanpur-Deesa (State portion)	37	Southern Mahratta	40
Ledo and Tikak-Margherita Colliery	62	Palanpur-Deesa (Darbar portion)	71	Southern Punjab	58
Lucknow-Bareilly	30	Patlād-Cambay (Anand-Tarapur sec- tion)	71	Tanjore District Board (Mayavaram- Mutupet)	43
Ludhiāna-Dhuri Jakhal	76	Patlād-Cambay-Tarapur-Cambay section).	71	Tāpti Valley	58
Madras	52	Pondicherry	81	Tāakeshwar-Magra	65
Madras (North-East line)	36	Powayan Light	64	Tarkes-ur	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bālipāra	66
Mymensingh-Jamālpur-Jagannath- ganj	59	Rajpipla	75	Tirhoot State	38
Mysore-Nanjāngūd	74	Rajputana-Bhātinda	75	Udaipur-Chitor	77
Mys re section (Southern Mahratta)	40	Rajputana-Malwa	36	Wardha Coal	32
Nāgdā-Ujjain	70	Ranaghat Krishnagar	66	West of India Portuguese	80
Nilgiri	60				

Appendix 7.
Gain or loss.Gain or loss to the State from railway outlay, as also the
(Referred to in paragraphs

ASSISTED COMPANIES—concluded.														
CLASS: OF RAILWAYS.		2' 0"						TOTAL ASSISTED COMPANIES.						
GAUGE.		32 (a)												
Class: No.		HOWRAH-SHEAKHALA.												
Railway.														
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage of (3) on (1).	Subsidy from District Board.	Total income (3) + (5).	Per-centage of (6) on (1).	Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age of (3) on (1).	Rebate and subsidy.	Total income (3) + (5).	Percent- age of (6) on (1).
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	(3)	(4)	(5)	(6)	(7)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	
1879
1880	14,33,861	...	34,197	2'39	...	34,197	2'39
1881	18,18,723	2,61,154	1,15,522	6'35	...	1,15,522	6'35
1882	23,56,112	3,66,474	89,045	3'78	...	89,045	3'78
1883	50,99,888	4,89,783	1,26,592	2'48	...	1,26,592	2'48
1884	2,42,51,222	7,79,105	64,536	0'27	54,550	1,19,056	0'49
1885
1886
1887
1888
1889	3,19,96,651	24,18,630	8,84,770	2'77	94,500	9,79,270	3'06
1890	3,55,74,712	32,71,240	12,19,163	3'71	94,654	14,13,817	4'21
1891	3,79,93,575	34,33,679	13,71,349	3'60	1,40,000	15,11,349	3'98
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* Share of profits exceeding 4 per cent.

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Ahmedabad-Parāntij	69	Birur-Shimoga	69	Gaekwar's Mehana	73
Amrāoti	69	Bombay, Baroda and Central India	69	Great Indian Peninsula	72
Assam-Bengal	33	Brahmaputra Sultanpur	69	Guntakal-Mysore frontier	41
Bārsi Light	65	Burma	69	Gwalior Light	75
Bengal and North-Western (Cr	63	Calcutta Port Commissioners'	69	Hardwar-Dehra	57
Bengal's section)	30	Cherra-Companyganj	69	Hindupur (Yesvantpur-Mysore fron-	73
Bengal Central	61	Cooch Behar	69	tier)	67
Bengal Decars	61	Darjeeling-Himalayan	69	Howrah-Amta	68
Bengal Decars extensions	31	Delhi-Umballa-Kalka	69	Howrah-Sheakhala	73
Bengal-Nāgpur	35	Deoghur	69	Hyderabad-Godāvari Valley	34
Bengal Decars extensions	35	Dhond-Mānmad	69	Indian Midland	76
Bezawada extension	35	Dhrāngādā	69	Jammu and Kashmir (Native State	78
Bhāvnagar-Gondal-Junāgadh-Porbandar	34	Dibru-Sadiya	69	section)	78
Bhopal-Itārsi (British section)	70	Eastern Bengal State	69	Jāmnagar	77
Bhopal-Itārsi (Native State section)	70	East Coast State	69	Jētalsar-Rājkot	39
Bhopal-Ujjain	77	East Indian	69	Jodhpur	
Bikar	69	Gaekwar's Dabhoi	69	Jodhpur-Hyderabad (British section)	
B.nz-Goonā-Bārān	69				

income derived by railways which are not guaranteed by the State.

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LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												CLASS: OF RAILWAYS.
5' 6"												GAUGE.
8 (b).				8 (c).				8 (e).				Class: No.
KHÁNGAON.				AMRÁOTI.				BÍNA-GOONA-BÁRÁN.				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
5,35,617	38,086	—266	...	4,77,043	69,904	16,175	3'39	...	...	...	...	1879
5,19,888	27,363	4,922	0'94	4,45,585	50,866	3,639	0'82	...	...	...	...	1880
4,94,271	41,506	4,561	0'92	4,45,663	53,934	34,424	7'72	...	...	...	...	1881
4,91,164	75,966	30,389	6'19	4,44,651	85,147	39,535	8'89	...	...	...	...	1882
4,90,996	62,657	22,469	4'58	4,44,860	96,160	44,387	9'98	...	...	...	...	1883
4,90,903	46,830	13,037	2'66	4,44,774	76,782	34,174	7'68	...	...	...	...	1884
4,90,739	41,363	11,020	2'25	4,44,730	80,803	34,447	7'75	...	...	...	...	1885
4,89,613	59,452	20,233	4'13	4,44,686	95,111	44,137	9'93	...	...	...	...	1886
4,89,180	53,479	16,990	3'47	4,44,308	88,157	35,855	8'07	...	...	...	...	1887
4,88,357	52,635	15,796	3'23	4,43,892	81,710	30,886	6'96	...	...	...	...	1888
4,90,911	63,372	22,528	4'59	4,45,615	1,02,023	41,671	9'35	...	...	...	...	1889
4,90,520	55,288	26,092	5'32	4,45,155	1,01,502	46,254	10'39	...	...	...	...	1890
4,90,408	66,675	32,620	6'65	4,49,395	1,12,909	53,393	11'88	51,905	...	...	...	1891
4,89,132	65,548	30,909	6'32	4,50,160	1,05,702	48,637	10'80	2,57,611	...	...	...	1892
4,87,567	21,697	21,997	4'51	4,49,998	43,941	43,036	9'57	35,18,701	...	...	...	1893
4,86,003	21,966	21,667	4'46	4,49,461	42,795	41,910	9'32	47,79,618	...	...	...	1894
5,20,947	26,031	26,031	5.00	4,49,988	39,137	38,252	8'50	49,81,035	...	...	...	1895
5,22,603	24,446	24,446	4'68	4,51,119	43,756	42,871	9'50	54,16,074	91,140	36,821	0'68	1896
5,22,150	13,901	13,901	2'66	4,52,445	30,746	29,862	6'60	87,73,621	1,02,386	43,446	0'50	1897
5,22,150	24,326	24,326	4'66	4,54,498	40,057	39,172	8'62	97,66,068	1,30,004	58,040	0'59	1898
5,22,150	14,850	14,850	2'84	4,54,417	33,029	32,214	7'09	99,31,680	2,67,359	1,26,108	1'27	1899
5,22,150	33,783	13,924	2'67	4,54,418	78,532	32,456	7'14	1,00,21,605	4,34,847	2,20,490	2'20	1900
5,22,150	49,378	23,137	4'47	4,51,915	1,08,578	50,237	11'12	1,00,43,286	2,52,716	1,22,970	1'22	1901

per annum paid to District Board.

Jorhát	50	Nizam's Guaranteed State	72	Rohilkund and Kumaon	Page.	64
Káráikkal-Peralam	80	North Western State	48	Sagauli-Raxaul	63	64
Khámgaón	69	Nowshera-Durgai	48	South Behar	56	56
Kolar Gold-fields	72	Oudh and Rohilkhand State	47	South Indian	42	42
Kolhápúr	74	Pálanpur-Deesa (State portion)	37	Southern Mahratta	40	40
Ledo and Tikak-Margherita Colliery	62	Pálanpur-Deesa (Darbar portion)	71	Southern Punjab	58	58
Lucknow-Bareilly	39	Petlád-Cambay (Anand-Tarapur sec- tion)	71	Tanjore District Board (Máayavaram- Mutupet)	43	43
Ludhiána-Dhuri-Jakhal	76	Petlád-Cambay (Tarapur-Cambay section)	71	Tápti Valley	58	58
Madras	52	Pondicherry	81	Tárakeshwar-Magra	65	65
Madras (North-East line)	36	Powayan Light	64	Tarkessur	57	57
Morvi	79	Raipur-Dhamtari	44	Tezpur-Bálipára	66	66
Mymensingh-Jamalpur-Jagannath- ganj	59	Rajpipla	75	Tirhoot State	38	38
Mysore-Nanjangúd	74	Rajputana-Bhátinda	75	Udaipur-Chitor	77	77
Mysore section (Southern Mahratta)	40	Rájpurana-Málwa	36	Wardha Coal	32	32
Nágda-Ujjain	70	Ránaghat-Krishnagar	66	West of India Portuguese	80	80
Núgiri	60					

Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the

(Referred to in paragraphs

LINES OWNED BY NATIVE STATES												
CLASS: OF RAILWAYS	5' 6"											
GAUGE.												
Class: No.	8 (f).				8 (g).				9 (c).			
Railway.	BHOPAL-UJJAIN.				BHOPAL-ITÁRSI (NATIVE STATE SECTION).				NÁGDÁ-UJJAIN.			
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on Capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879 . . .	...	...	...	...	...	...	...	...	...	...	...	...
1880 . . .	...	...	...	...	1,21,846	...	...	...	...	...	...	...
1881 . . .	...	...	...	...	15,78,157	...	...	...	...	...	...	...
1882 . . .	...	...	...	...	34,60,091	14,376	2,704	0'08	...	...	...	...
1883 . . .	...	...	...	...	38,23,236	25,573	—9,135	...	...	...	...	...
1884 . . .	...	...	...	...	45,83,261	28,102	—5,152	...	...	...	...	...
1885 . . .	...	...	...	...	47,71,375	1,04,683	—14,789	...	...	...	...	...
1886 . . .	...	...	...	...	48,26,036	1,47,416	—12,501	...	...	...	...	...
1887 . . .	...	...	...	...	48,09,939	1,85,576	14,813	0'31	...	...	...	...
1888 . . .	...	...	...	...	48,01,701	1,86,548	18,072	0'38	...	...	...	...
1889 . . .	...	...	...	...	48,40,846	2,67,936	—18,351	...	...	...	...	...
1890 . . .	...	...	...	...	50,00,000	2,97,049	—56,093	...	...	...	...	...
1891 . . .	...	...	...	...	50,00,000	4,66,431	1,73,154	3'46	...	...	...	...
1892 . . .	88,462	...	...	...	50,00,000	4,47,797	1,65,883	3'32	...	...	...	...
1893 . . .	22,76,863	...	...	...	50,00,000	4,24,236	1,30,925	2'62	...	...	...	...
1894 . . .	53,53,849	...	...	...	50,00,000	3,80,217	1,44,679	2'89	...	...	...	...
1895 . . .	69,69,331	...	...	...	50,00,000	3,18,074	1,02,821	2'06	5,33,660	...	...	...
1896 . . .	77,77,604	3,69,114	1,80,218	2'32	50,00,000	3,61,363	1,38,532	2'77	20,71,251	40,701	17,762	0'86
1897 . . .	75,36,180	3,72,337	1,84,660	2'45	50,00,000	3,31,379	1,33,070	2'66	22,19,919	1,04,639	47,756	2'15
1898 . . .	75,85,789	4,16,940	2,05,051	2'70	50,00,000	4,17,010	1,71,375	3'43	22,31,596	1,29,627	71,509	3'20
1899 . . .	76,54,290	5,82,341	2,77,911	3'63	50,00,000	4,47,225	1,79,444	3'59	22,34,346	1,47,175	77,732	3'48
1900 . . .	76,88,020	9,46,349	4,65,681	6'06	50,00,000	7,90,489	2,67,288	5'35	22,29,753	2,51,783	1,20,956	5'42
1901 . . .	77,61,569	5,45,956	2,62,044	3'38	50,00,000	5,81,705	2,86,922	5'74	22,31,982	1,12,366	67,208	3'01

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Assam-Bengal	38	Brahmaputra-Sultanpur	59	Guntakul-Mysore frontier	41
Itarsi Light	65	Burma	43	Gwalior Light	75
Bengal and North-Western (Com- pany's section)	63	Calcutta Port Commissioners'	57	Hardwar-Dehra	57
Bengal Central	30	Cherra-Companyganj	49	Hindupur (Yervantpur-Mysore fron- tier)	73
Bengal Doars	61	Cooch Behar	76	Howrah-Amta	67
Bengal Doars extensions	61	Darjeeling-Himalayan	56	Howrah-Sheakhala	68
Bengal-Nagpur	31	Delhi-Umballa-Kalka	63	Hyderabad-Godavari Valley	73
Bezwada extension	31	Deoghur	32	Indian Midland	34
Bhāvnagar-Gondal-Junāgad-Porbandar	78	Dhond-Mānmad	79	Jammu and Kashmir (Native State section)	76
Bhopal-Itarsi (British section)	34	Dhru-Sadiya	46	Jāmnagar	78
Bhopal-Itarsi (Native State section)	70	Eastern Bengal State	46	Jetalsar-Rājkot	78
Bhopal-Ujjain	70	East Coast State	30	Jodhpur	77
Bikaner	77	East Indian	74	Jodhpur-Hyderabad (British section)	39
Bira-Coena-Bāran	69	Gaekwar's Dabhoi			

income derived by railways which are not guaranteed by the State.

(11, 14, 48 and 50 of Report.)

AND WORKED BY COMPANIES.

5' 6"												CLASS: OF RAILWAYS
												GAUGE.
9 (d).				9 (e).				9 (f).				Class : No.
PETLAD-CAMBAY (ANAND-TARAPUR SECTION).				PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION).				PALANPUR-DEESA (DARBAR PORTION).				Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on Capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	...	...	...	...	1884
...	...	...	...	...	...	...	...	...	...	...	...	1885
...	...	...	...	...	...	...	...	...	...	...	...	1886
...	...	...	...	...	...	...	...	...	...	...	...	1887
11,050	...	...	...	...	...	...	...	...	...	...	...	1888
4,71,822	...	...	...	...	...	...	...	...	...	...	...	1889
6,47,922	32,649	20,870	3'22	...	...	...	...	...	...	...	...	1890
7,16,118	59,113	36,346	5'12	...	...	...	...	...	...	...	...	1891
7,11,051	61,243	34,757	4'89	...	...	...	...	20,000	...	...	...	1892
7,12,768	63,933	40,627	5'70	...	...	...	...	1,85,000	2,255	1,335	0'72	1893
7,23,482	69,668	44,037	6'09	...	...	...	...	1,85,000	17,381	11,365	6'14	1894
7,23,139	73,891	46,584	6'44	...	...	...	...	1,85,000	17,643	11,333	6'13	1895
7,23,616	1,17,540	82,847	11'45	...	...	...	...	1,85,000	22,864	14,101	7'62	1896
7,55,769	64,737	33,946	4'49	...	...	...	...	1,85,000	19,133	10,883	5'88	1897
7,49,047	51,121	28,156	3'76	...	...	...	...	1,85,000	16,893	10,334	5'59	1898
7,52,439	70,668	39,312	5'22	...	...	...	...	1,85,000	19,739	12,102	6'54	1899
7,52,097	88,481	41,713	5'55	...	...	...	...	1,85,000	21,084	14,238	7'70	1900
11,86,381	93,233	51,769	4'36	7,49,676	12,011	5,950	0'79	1,85,000	16,279	9,375	5'97	1901

Jorhat	50
Karāikkal-Peralam	80
Khāmgaon	69
Kolar Gold-fields	72
Kolhāpur	74
Ledo and Tikak-Margherita Colliery	62
Lucknow-Bareilly	39
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Appendix 7.
Gain or loss.

Gain or loss to the State from railway outlay, as also the
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CLASS: OF RAILWAYS		LINES OWNED BY NATIVE STATES											
GAUGE.		5' 6"				11 (c).				3' 3 3/8"			
Class: No.		10 (a).				KOLAR GOLD-FIELDS.				9 (h)			
Railway.		NIZAM'S GUARANTEED STATE.				GAEKWAR'S MEHSANA.				GAEKWAR'S MEHSANA.			
Calendar year.		Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on Capital outlay
		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879		1,16,46,997	6,94,401	89,925	0'77	...	...	...	...	...	...	...	...
1880		1,21,90,870	7,02,716	2,48,604	2'04	...	...	...	...	...	...	...	...
1881		1,22,85,291	7,56,834	2,88,666	2'35	...	...	...	...	...	...	...	...
1882		1,22,27,794	8,59,418	3,75,099	3'07	...	...	...	...	...	...	...	...
1883		1,22,83,560	8,53,521	2,37,932	1'94	...	...	...	...	...	...	...	...
1884		1,23,03,720	9,72,917	4,70,227	3'82	...	...	...	...	...	...	...	...
1885		2,05,60,998	11,13,950	4,87,024	2'37	...	...	...	...	...	13,55,492	27,890	5,564
1886		2,71,49,342	13,81,077	6,94,524	2'56	...	...	...	...	...	9,16,565	47,502	16,612
1887		2,69,71,143	15,48,891	5,52,905	2'05	...	...	...	...	...	11,18,446	53,250	20,348
1888		3,55,11,854	17,76,075	7,57,467	2'13	...	...	...	...	...	25,44,340	59,241	23,308
1889		3,59,46,922	22,57,462	7,72,513	2'15	...	...	...	...	...	29,04,050	1,94,247	1,05,801
1890		3,77,11,194	25,07,268	10,39,590	2'76	...	...	...	...	...	29,71,610	2,59,963	1,53,005
1891		3,95,18,791	27,76,437	12,57,860	3'18	...	...	...	...	...	30,26,752	3,36,859	1,98,250
1892		3,95,48,395	27,80,642	13,24,959	3'35	...	...	...	...	...	30,94,578	2,79,972	2,36,387
1893		4,01,96,909	30,61,605	14,36,451	3'57	...	...	...	...	...	32,55,044	3,38,444	2,02,440
1894		4,02,33,826	32,56,885	16,22,028	4'03	...	...	...	...	...	32,61,448	4,23,283	2,71,262
1895		4,06,43,818	32,15,541	15,77,149	3'88	...	...	...	...	...	32,63,900	3,39,125	1,18,358
1896		4,08,24,737	33,03,522	17,28,196	4'24	...	...	...	...	...	32,82,612	3,46,491	1,99,052
1897		4,09,60,944	36,10,354	19,38,769	4'73	...	...	...	...	...	32,83,612	3,76,160	2,16,654
1898		4,10,54,449	39,07,612	22,74,580	5'54	...	...	...	...	...	33,01,950	4,28,545	2,36,754
1899		4,15,68,731	41,10,201	25,01,046	6'02	33,48,911	3,92,227	2,15,111
1900		4,17,49,124	49,12,056	28,41,985	6'81
1901		4,25,67,467	40,77,927	26,48,120	6'24

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AND WORKED BY COMPANIES--contd.

3' 3 3/4"												CLASS: OF RAILWAYS
10 (c)				21 (d)				21 (e)				Gauge.
HYDERABAD-GÓDÁVÁRI VALLEY.				HINDUPUR, (YESVANTEPUR-MYSORE FRONTIER).				BIRUR-SHIMOGA.				Class: No.
Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per- cent- age on capital outlay.	Railway.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Calendar year.
...	1879
...	1880
...	1881
...	1882
...	1883
...	1884
...	1885
...	1886
...	1887
...	1888
...	1889
...	1890
...	1891
...	24,41,741	...	...	...	...	...	...	...	1892
...	23,89,502	57,635	22,708	0'95	...	...	...	...	1893
...	24,34,939	1,51,704	36,504	2'32	...	...	...	...	1894
...	24,19,693	1,92,159	79,886	3'30	...	...	...	...	1895
3,74,350	23,94,762	2,23,800	99,592	4'16	2,90,226	...	...	...	1896
17,64,352	24,79,210	2,69,527	1,81,159	7'31	6,27,263	...	...	...	1897
86,55,416	24,98,316	1,80,031	56,430	2'26	15,70,079	...	...	...	1898
2,00,21,971	63,181	36,877	0'18	24,98,162	1,49,363	50,528	2'02	20,85,475	6,186	1,881	0'09	1899
2,31,94,817	10,63,023	4,20,826	1'81	24,98,047	1,88,183	67,135	2'69	22,94,457	66,227	24,219	1'06	1900
2,44,37,419	20,10,033	9,23,300	3'74	24,94,729	1,97,793	60,724	2'43	24,01,338	62,058	16,993	0'71	1901

Jorhát
Karaikkal-Peralam
Khámgaon
Kolar Gold-fields
Kolliápur
Ledo and Tikal-Margherita Colliery
Lucknow-Bareilly
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Appendix 7.

Gain or loss.

Gain or loss to the State from railway outlay, as also the

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CLASS : OF RAILWAYS.												
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.												
GAUGE.												
5' 6"												
2' 6"												
Class : No.												
7 (d)												
7 (e)												
2 (e)												
Railway.												
JAMMU AND KASHMIR. (NATIVE STATE SECTION).												
LUDHIANA-DHURI-JAKHAL.												
COOCH BEHAR.												
Calendar year.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Percentage on capital outlay.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879 . .	...	...	...	...	...	...	...	...	...	...	...	...
1880 . .	...	...	...	...	...	...	...	...	...	...	...	...
1881 . .	...	...	...	...	...	...	...	...	...	...	...	...
1882 . .	...	...	...	...	...	...	...	...	...	...	...	...
1883 . .	...	...	...	...	...	...	...	...	...	...	...	...
1884 . .	...	...	...	...	...	...	...	...	...	...	...	...
1885 . .	...	...	...	...	...	...	...	...	...	...	...	...
1886 . .	...	...	...	...	...	...	...	...	...	...	...	...
1887 . .	...	...	...	...	...	...	...	...	...	...	...	...
1888 . .	29,545	...	...	...	...	...	...	...	...	...	...	...
1889 . .	71,51,458	...	...	...	...	...	...	...	...	...	...	...
1890 . .	12,37,071	45,667	13,770	1'11	...	...	...	...	...	...	...	...
1891 . .	13,80,083	57,312	15,904	1'15	...	...	...	...	14,685	...	...	...
1892 . .	9,45,302	54,005	15,444	1'63	...	...	...	...	4,09,136	...	...	...
1893 . .	9,56,327	14,332	14,332	1'50	...	...	...	...	6,65,172	5,846	—2,455	...
1894 . .	9,59,773	17,556	17,556	1'83	...	...	...	...	7,14,318	40,280	8,576	1'20
1895 . .	9,60,010	18,262	18,262	1'90	...	...	...	...	7,30,953	53,174	19,200	2'63
1896 . .	9,60,011	31,321	31,321	3'26	...	...	...	...	7,66,734	70,128	38,570	5'03
1897 . .	9,65,151	35,731	21,587	2'24	...	...	...	...	9,01,219	64,262	35,344	3'92
1898 . .	9,62,846	48,164	21,433	2'23	...	...	...	...	10,32,938	66,124	6,687	0'65
1899 . .	9,60,520	51,532	22,932	2'39	...	...	...	...	12,99,031	82,773	43,073	3'32
1900 . .	9,60,492	55,215	24,571	2'56	...	...	...	...	12,83,906	94,792	51,602	4'02
1901 . .	9,60,636	52,484	23,355	2'43	43,10,407	2,02,297	91,034	2'11	13,94,923	1,27,596	74,667	5'35

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Bengal Doars	61	Cooch Behar	76	Howra-Amta	67
Bengal Doars extensions	61	Darjeeling-Himalayan	56	Howra-Sheakhala	68
Bengal-Nāgpur	31	Delhi-Umballa-Kalka	63	Hyderabad-Godāvari Valley	73
Bezwada extension	34	Deoghur	32	Indian Midland	34
Bhavnagar Gondal-Junāgad-Porbandar	78	Dhond-Mānmad	79	Jammu and Kashmir (Native State section)	76
Bhopal-Itārsi (British section)	34	Dhrāngadri	46	Jāmnagar	78
Bhopal-Itārsi (Native State section)	70	Dibru-Sadiya	46	Jētalsar-Rājkot	78
Bhopal-Ujjain	70	Eastern Bengal State	30	Jodhpur	77
Bikaner	69	East Coast State	74	Jodhpur-Hyderabad (British section)	39
Bina-Goonā-Bārān	69	East Indian			
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Appendix 7.
Gain or loss.Gain or loss to the State from railway outlay, as also the
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LINES OWNED AND WORKED BY NATIVE STATES.

CLASS : OF RAIL- WAYS.		3' 3 3/4"				20 (c)			
GAUGE.		20 (a)				20 (b)			
Class: No.		BHÁVNAGAR-GONDAL- JUNAGAD-PORBANDAR.				JÁMNAGAR.			
Railway.		BHÁVNAGAR-GONDAL- JUNAGAD-PORBANDAR.				JÁMNAGAR.			
Calendar year.		Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on capital outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-centage on capital outlay.
		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879		4,80,177	...	...	...	...	...	...	...
1880		49,19,304	...	...	...	...	...	...	...
1881		74,46,353	6,88,385	2,31,706	3'11	...	...	...	...
1882		86,75,711	8,76,836	3,54,648	4'09	...	...	...	...
1883		90,49,232	8,64,179	3,26,513	3'61	...	...	...	...
1884		92,92,040	10,92,312	4,98,107	5'36	...	...	...	...
1885		96,25,031	10,04,660	3,91,247	4'07	...	...	...	...
1886		98,57,553	9,65,379	4,15,149	4'21	...	...	...	...
1887		1,03,28,023	9,80,827	4,42,103	4'08	...	...	...	...
1888		1,30,68,663	11,20,260	5,06,545	3'88	...	...	...	...
1889		1,62,60,477	13,80,417	7,04,177	4'33	...	...	...	...
1890		1,68,42,051	15,71,788	6,00,267	3'56	...	...	...	...
1891		1,71,24,771	14,77,263	4,75,786	2'78	...	...	...	...
1892		1,72,52,030	15,78,178	4,37,876	2'54	...	...	...	...
1893		1,72,28,860	20,63,104	8,88,708	5'16	...	...	...	...
1894		1,73,65,592	18,40,287	7,91,335	4'56	17,000	...	...	...
1895		1,76,00,032	19,52,221	8,21,220	4'67	62,956	...	...	...
1896		1,75,63,395	19,80,878	9,89,274	5'63	14,91,727	...	...	...
1897		1,76,53,652	18,21,640	8,19,051	4'64	22,50,538	84,476	28,954	1'29
1898		1,78,56,546	16,98,657	7,09,781	3'98	23,18,495	1,02,945	31,782	1'37
1899		1,79,56,272	18,53,483	9,26,935	5'16	23,08,558	1,26,323	51,540	2'23
1900		1,80,00,616	19,53,865	10,10,773	5'62	23,09,481	1,49,153	59,540	2'58
1901		1,80,96,671	15,37,378	6,80,089	3'76	23,09,909	1,36,314	51,401	2'23

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Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

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LINES OWNED AND WORKED BY NATIVE STATES—concl'd.								TOTAL NATIVE STATE LINES.				CLASS OF RAILWAYS.
3' 3½"				2' 6"								GAUGE.
20 (d)				25 (a)								Class : No.
DHRĀNGADRA.				MORVI.								Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on capi- tal outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on capi- tal outlay.	Capital outlay.	Gross earnings.	Net traffic earnings.	Per-cent- age on capi- tal outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	1,41,02,284	8,74,474	1,37,442	0'97	1879
...	1,93,63,033	9,09,770	3,22,303	1'66	1880
...	2,35,07,183	16,81,892	6,08,206	2'39	1881
...	2,65,78,353	20,55,765	8,49,122	3'19	1882
...	2,78,65,380	21,19,421	6,83,861	2'45	1883
...	3,03,22,129	24,35,407	10,90,206	3'59	1884
...	...	—	3,99,73,578	27,17,202	10,72,822	2'68	1885
...	6,88,671	34,822	...	...	4,81,66,137	31,07,307	13,48,074	2'80	1886
...	11,06,500	1,29,407	16,994	1'54	5,08,75,527	34,89,282	13,38,665	2'63	1887
...	11,77,842	1,62,087	21,984	1'87	6,23,65,740	39,33,377	16,21,474	2'60	1888
...	18,90,548	1,77,321	56,726	3'00	7,37,44,940	49,14,648	18,99,671	2'58	1889
—	20,25,863	2,95,277	87,550	4'32	7,95,09,564	60,98,520	23,27,496	2'93	1890
...	20,55,599	3,09,419	1,08,617	5'28	8,60,11,514	71,17,189	30,09,498	3'50	1891
...	21,04,519	3,09,171	1,30,370	6'19	9,19,77,951	76,93,334	32,86,186	3'57	1892
...	21,57,365	3,22,817	1,45,732	6'75	10,01,84,730	86,78,127	39,56,647	3'95	1893
...	22,23,526	3,20,348	1,42,667	6'42	10,53,78,060	96,01,998	46,57,448	4'42	1894
...	23,99,396	3,69,972	2,00,127	8'34	11,00,11,010	97,80,441	46,59,182	4'24	1895
...	23,82,315	3,86,883	1,81,621	7'62	11,58,44,053	1,06,81,174	54,84,723	4'73	1896
5,830	24,76,757	4,27,484	2,11,642	8'55	12,38,19,065	1,05,20,467	52,51,937	4'24	1897
5,93,589	23,395	10,617	1'79	24,79,448	3,76,220	1,63,990	6'61	13,92,01,222	1,08,95,895	54,25,189	3'90	1898
6,06,104	63,876	20,978	3'46	25,06,414	4,20,486	1,70,053	6'78	15,60,67,560	1,26,38,392	67,50,117	4'32	1899
5,86,534	57,366	18,984	3'24	27,28,115	4,23,308	1,58,794	5'82	16,09,04,092	1,58,05,695	78,85,412	4'90	1900
5,86,100	46,196	11,765	2'01	27,59,452	3,58,663	1,25,534	4'55	17,13,95,126	1,47,89,768	73,89,974	4'31	1901

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Kāraikkāl-Peralam	80
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Pālanpur-Deesa (Darbar portion)	71
Pettad-Cambay (Anand-Tarapur section)	71
Pettad-Cambay (Tarapur-Cambay section)	71
Pondicherry	81
Powayan Light	64
Rajpur-Dhamtari	44
Rajpipla	75
Rajpura-Bhatinda	75
Rajputana-Malwa	36
Rānaghat-Krishnagar	66

Rohilkund and Kumaon	72
Sagauli-Raxaul	63
South Behar	56
South Indian	42
Southern Mahratta	40
Southern Punjab	58
Tanjore District Board (Mayavaram-Mutpet)	43
Tāpti Valley	58
Tārakeshwar-Magra	65
Tarkessur	57
Tezpur-Bālipara	66
Tirhoot State	38
Udaipur-Chitor	77
Wardha Coal	32
West of India Portuguese	80

DIX 7—concluded.

Appendix 7.
Gain or loss.

income derived by railways which are not guaranteed by the State.

11, 14 48 and 50 of Report.)

LINES IN FOREIGN TERRITORY—concl'd.								CLASS : OF RAILWAYS.
31' 33"				TOTAL LINES IN FOREIGN TERRITORY.				Gauge.
23 (d)								Class: No.
PONDICHERRY.								Railway.
Capital outlay.	Gross earnings.	Net traffic earnings.	Percent- age on capital outlay.	Capital. outlay.	Gross earnings.	Net traffic earnings.	Percent- age on capital outlay.	Calendar year.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
...	...	...	...	...	...	...	...	1879
...	...	...	...	...	...	...	...	1880
...	...	...	...	...	...	...	...	1881
...	...	...	...	...	...	...	...	1882
...	...	...	...	...	...	...	...	1883
...	...	...	...	...	...	...	...	1884
Information not available.	...	...	...	...	...	...	...	1885
	...	...	...	...	...	...	...	1886
	...	...	...	...	...	...	...	1887
	...	...	...	...	...	...	...	1888
	...	...	...	...	...	...	...	1889
5,68,543	...	...	...	1,68,82,713	4,75,437	67,001	0'40	1890
5,68,543	20,106	20,107	3'54	1,68,90,682	5,64,120	1,41,690	0'84	1891
5,68,543	15,341	15,341	2'70	1,68,69,444	3,90,022	26,448	0'16	1892
5,68,543	18,014	18,014	3'17	1,68,43,359	6,04,719	1,83,083	1'09	1893
5,68,543	27,958	18,425	3'24	1,68,81,356	5,71,631	1,37,757	0'82	1894
5,68,543	50,328	22,711	3'99	1,69,05,268	6,33,405	1,34,847	0'79	1895
5,68,543	39,681	17,776	3'13	1,70,07,996	3,35,857	—61,117	...	1896
5,68,543	36,592	17,169	3'02	1,75,01,793	2,16,314	—1,43,616	...	1897
5,68,543	31,830	14,394	2'53	1,75,87,656	2,72,433	—87,896	...	1898
5,68,543	45,305	21,627	3'80	1,75,90,319	6,45,465	1,93,329	1'11	1899
5,68,543	59,583	23,193	4'08	1,76,27,520	4,17,787	—34,174	...	1900
5,68,543	60,174	32,366	5'69	1,76,34,352	4,58,744	—2,909	...	1901

Jorhat	50
Karaikkal-Peralam	80
Khamgaon	69
Kolar Gold-fields	72
Kolhapur	74
Ledo and Likak-Margherita Colliery	62
Lucknow-Barcilly	39
Ludhiana Dhuri-Jakhal	76
Madras	52
Madras (North-East line)	36
Morvi	79
Mymensingh-Jamālpur-Jagannath-ganj	59
Mysore-Nanjangud	74
Mysore section (Southern Mahratta)	40
Nagda-Ujjain	70
Nilgiri	60

Nizam's Guaranteed State	72
North Western State	48
Nowshera-Durgai	48
Oudh and Rohilkhand State	47
Palanpur-Deesa (State portion)	37
Palanpur-Deesa (Darbar portion)	71
Petlad-Cambay (Anand-Tarapur section)	71
Petlad-Cambay (Tarapur-Cambay section)	71
Pondicherry	71
Powayan Light	81
Raipur-Dhamtari	64
Rajpipla	44
Rajpura-Bhatinda	75
Rajputana-Malwa	75
Ranaghat-Krishnagar	36

Rohilkund and Kumaon	72
Sagauli-Raxaul	48
South Behar	48
South Indian	47
Southern Mahratta	37
Southern Punjab	71
Tanjore District Board (Mayavaram-Mutupet)	71
Tapti Valley	71
Tarakeswar-Magra	71
Tarkessur	81
Tezpur-Bālipara	64
Tirhoot State	44
Udaipur Chitor	75
Wardha Coal	75
West of India Portuguese	36

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Appendix 8.
Sterling capital authorised.

Capital authorised to be raised for each Guaranteed railway and State line leased to

(Referred to in paragraph

Classification.	RAILWAYS.	AMOUNT AUTHORISED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1901.					AMOUNT RAISED BY THE COMPANIES AND TARY OF STATE IN ENGLAND TO THE		
		Share Capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium.)	Total.	Share Capital.	Debentures.	Debenture stock.
								Cash received.	Cash received.
		£	£	£	£	£	£	£	£
<i>Guaranteed.</i>									
9 (a)	Bombay, Baroda and Central India	7,550,300	3,005,400	...	28,731	10,584,431	7,528,628	3,004,400	...
11 (a)	Madras : : : . .	10,257,630	1,595,300	...	9,761	11,862,691	10,257,630	1,570,997	...
	Total	17,807,930	4,600,700	...	38,492	22,447,122	17,786,258	4,575,397	...
<i>State lines leased to Companies.</i>									
3 (a)	Bengal Central	500,000	500,000	...	...	1,000,000	500,000	...	...
4 (a) {	Bengal-Nagpur	3,000,000	1,650,000	...	8,150	4,658,150	3,000,000	1,649,875	...
8 (d) {	Do. Extensions . . . . .	...	2,105,000	...	9,450	2,114,450	...	2,102,625	...
8 (d)	Indian Midland	3,000,000	3,654,100	...	5,977	6,658,123	3,000,000	3,654,100	...
14 (a)	Assam-Bengal	1,500,000	1,360,000	...	15,385	2,875,385	1,500,000	1,357,750	...
17 (b)	Lucknow-Bareilly section (Rohilkund and Kumaon) . . . . .	...	147,000	...	...	147,000	...	147,000	...
21 (a)	Southern Mahratta	3,500,000	1,095,100	...	30,957	4,624,057	3,491,540	1,092,350	...
21 (b)	Mysore section (Southern Mahratta) . . . . .	...	...	1,200,000	24,000	1,224,000	...	...	1,200,000
24 (a)	Burma	2,000,000	...	...	...	2,000,000	2,000,000	...	...
	Total	13,500,000	10,509,200	1,200,000	81,965	25,291,165	13,491,540	10,003,700	1,200,000
	Grand Total	31,307,930	15,109,900	1,200,000	120,457	47,738,287	31,277,798	14,579,097	1,200,000

Details of Debenture loans on 31st December 1901 and the dates at which the loans expire :—

Bombay, Baroda and Central India Railway—

£		
300,000	3 per cent.	1st January 1902.
100,000	2½ "	5th May 1903.
149,400	2½ "	15th June 1903.
100,500	3 "	8th July 1903.
500,000	2½ "	10th July 1903.
100,000	2½ "	1st April 1904.
120,000	3½ "	1st February 1905.
100,700	3 "	8th July 1905.
536,000	3 "	1st December 1905.
500,000	3½ "	30th June 1907.
198,800	3½ "	8th July 1908.
300,000	3½ "	7th November 1908.
3,005,400		

Madras Railway—

£		
178,500	3 per cent.	30th June 1902.
60,000	2½ "	31st December 1902.
200,000	2½ "	31st December 1903.
103,100	2½ "	30th June 1904.
300,000	3½ "	30th June 1904.
100,000	3 "	31st December 1905.
111,500	3 "	30th June 1906.
140,000	3½ "	30th June 1906.
100,000	3½ "	30th April 1907.
200,000	3½ "	31st October 1907.
81,400	3½ "	31st December 1907.
1,574,500		

companies, the amount raised and the amount withdrawn to 31st December 1901.

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ADVANCED BY THE SFCRE- 31ST DECEMBER 1901.		AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1901.		Total amount raised to the 31st December 1901.	TOTAL AMOUNT WITH- DRAWN TO THE 31ST DECEMBER 1901.		REMARKS.
Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Vict., Cap. 5.	Share capital.	Capital not bearing interest (premium).		During calendar year 1901.	Up to the close of calendar year 1901.	
£	£	£	£	£	£	£	
28,731	...	21,672	...	10,583,431	295,374	10,628,511	* 5 per cent.
9,761	...	...	...	11,838,388	390,330	11,880,597	† 5 " " : : : £ 8,757,670 4½ " " : : : " 999,950 4½ " " : : : " 500,000
38,492	...	21,672	...	22,421,819	685,704	22,509,108	‡ Replaced by advances raised under Act 51, Vict., Cap. 5.
...	500,000	...	...	1,000,000	19,039	1,002,601	\$ 3½ per cent.
8,150	2,760,000	...	...	7,418,025	26,840	7,730,505	|| 4 " "
9,450	...	...	...	2,112,075	487,078	5,237,727	¶ Includes expenditure by the State on the Katni-Umaria section, which is equi- valent to £ 323,589.
5,977	1,345,000	...	...	7,993,123	162,526	8,237,375	** £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 20,14,195. This sum was paid into the Calcutta Treasury and at the contract rate is equivalent to a sterling payment of £ 160,837. Expenditure in excess of this capital has been advanced in India.
15,385	...	...	...	2,873,135	185,207	2,873,135	
...	...	...	...	147,000	17,454	362,698	
30,923	2,129,900	8,460	34	†† 6,753,207	16,820	6,735,316	†† Includes capital raised for completion of the Bellary-Kistna section, and expen- diture thereon from the 1st January 1888.
24,000	...	...	...	1,224,000	10,786	1,196,512	
...	...	...	...	2,000,000	633,359	2,623,235	
81,931	6,734,900	8,460	34	31,520,565	1,559,109	35,099,104	‡‡ 3 per cent.
120,423	6,734,900	30,132	34	53,942,384	2,244,813	58,508,212	§§ 2½ " "

Bengal-Nagpur Railway—

265,600	3 per cent	18th February 1901.
1,234,400	4 " "	... 1903.
500,000	2½ " "	10th July 1903.
400,000	2½ " "	21st April 1904.
400,000	3 " "	18th August 1905.
400,000	3 " "	15th June 1906.
155,000	3½ " "	3rd January 1908.
400,000	3½ " "	4th May 1908.
3,755,000		

Indian Midland Railway—

171,200	2½ per cent,	31st December 1902.
250,000	2½ " "	Ditto.
582,500	2½ " "	30th June 1903.
1,000,000	3½ " "	31st December 1903.
1,000,000	3½ " "	30th June 1904.
150,000	3 " "	30th June 1905.
500,000	3½ " "	3rd October 1908.
3,654,100		

Southern Mahratta Railway—

100,000	2½ per cent.	1st April 1904.
88,100	3 " "	1st October 1905.
600,000	3 " "	1st April 1906.
50,000	3½ " "	1st October 1907.
255,000	3½ " "	1st October 1908.
1,093,100		

Assam-Bengal Railway—

500,000	3 per cent.	4th July 1902.
300,000	2½ " "	13th April 1905.
560,000	3½ " "	4th July 1907.
1,360,000		

Lucknow-Bareilly Railway—

£ 147,000	3½ per cent	1st July 1904.
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Appendix 9.
Budget allotments.

Amount allotted to each Railway Administration for expenditure on capital account

(Referred to in para

CLASS: No. RAILWAY.	1 (a). EAST INDIAN.					2 (a), (b), (c) AND (e). EASTERN BENGAL STATE.					3 (a). BENGAL		
	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.
	Year.												
1892-93	17,39,000	27,45,000	31,79,000	36,70,599	2'83	19,64,700	20,05,900	17,69,000	13,50,957	35'11	6,30,000	1,32,000	1,32,000
1893-94	72,00,000	27,23,000	54,11,000	54,33,772	...	18,30,000	14,68,000	10,94,000	10,55,438	...	6,52,000	1,55,000	47,000
1894-95	66,20,000	24,00,000	35,41,000	38,81,381	56'97	21,75,000	9,00,000	6,45,000	6,02,680	...	5,58,000	62,000	58,000
1895-96	56,70,000	31,00,000	55,50,000	52,11,142	23'32	13,00,000	12,00,000	14,16,000	14,25,285	...	5,96,000	1,01,000	55,000
1896-97	1,00,00,000	11,22,000	68,00,000	64,94,213	4'81	40,00,000	40,75,000	45,59,000	42,79,950	...	17,42,000	7,25,000	9,94,000
1897-98	1,30,00,000	1,05,00,000	1,20,00,000	1,28,94,201	1'25	69,14,000	71,25,000	49,33,000	56,02,739	...	14,83,000	7,00,000	6,79,000
1898-99	1,50,00,000	1,62,65,000	1,45,00,000	1,25,59,624	5'61	1,07,69,000	65,57,000	39,83,000	33,05,840	9'49	27,10,500	4,00,000	7,81,000
1899-1900	1,89,00,000	1,50,00,000	1,95,00,000	1,98,82,502	125'48	78,49,000	64,97,000	53,45,000	51,50,351	32'82	16,60,000	4,00,000	4,00,000
1900-01	1,87,50,000	1,28,20,000	1,67,70,000	1,68,96,566	3'23	97,60,000	61,56,000	51,95,000	43,66,050	53'84	2,69,000	2,50,000	2,50,000
1901-02	1,87,50,000	1,87,50,000	1,47,51,000	...	...	96,08,000	77,00,000	82,01,000	...	6'97	3,03,000	1,50,000	1,78,000
6 (a) to (d). ODISH AND ROHILKHAND STATE.						7 (a), (f) & (h). NORTH WESTERN STATE.					8 (a). GREAT INDIAN		
1891-92	1,05,60,000	63,85,600	42,70,000	35,89,352	...	1,52,83,000	92,30,700	88,53,000	92,31,807	2'00	22,25,000	21,35,000	4,82,000
1893-94	5,22,400	40,85,000	51,94,000	51,20,616	48'56	1,46,00,000	93,53,000	95,28,800	7,39,205	...	18,24,100	32,81,000	— 2,63,000
1894-95	31,71,000	22,29,000	27,18,000	25,18,142	56'07	29,91,000	91,21,000	1,31,30,000	1,14,89,843	...	15,58,000	15,01,000	17,33,000
1895-96	44,96,000	30,43,000	30,61,000	28,28,376	...	1,67,00,000	1,33,27,000	1,55,38,000	1,53,73,545	103'29	15,45,000	10,73,000	6,70,000
1896-97	32,75,000	33,34,000	34,77,000	31,81,947	49'76	1,33,93,000	1,37,84,000	1,51,27,000	1,55,72,773	263'83	16,03,000	16,35,000	— 3,43,000
1897-98	51,10,000	51,10,000	52,72,000	53,83,810	45'03	81,88,000	86,10,000	65,62,000	57,78,432	...	12,90,000	40,47,000	14,24,000
1898-99	34,35,000	33,25,000	54,59,000	44,80,096	138'39	76,67,000	89,46,000	77,21,000	73,18,184	...	45,75,000	63,64,000	30,73,000
1899-1900	71,35,000	54,73,000	56,75,000	59,81,021	32'05	51,99,000	54,24,000	46,77,000	43,87,895	124'61	45,45,000	45,34,000	30,09,000
1900-01	40,86,000	30,38,000	29,79,000	29,63,018	86'77	92,49,000	42,68,000	64,06,000	62,50,302	118'13	37,69,000	18,50,000	— 29,81,000
1901-02	20,44,000	18,31,000	25,91,000	...	...	85,61,000	68,87,000	89,15,000	...	...	18,42,000	12,63,000	8,16,000
9 (f), (g) AND (j). RAJPUTANA-MALWA.						11 (a) AND (b). MADRAS.					14 (a). AFSSAN-		
1892-93	71,30,000	48,00,000	66,55,000	70,47,073	...	13,54,000	12,63,000	2,04,000	2,48,351	...	35,00,000	1,25,00,000	35,09,000
1893-94	57,00,000	44,29,000	48,82,000	48,60,479	17'23	9,75,684	10,54,000	4,72,000	3,89,210	...	1,22,40,000	1,25,99,000	92,11,000
1894-95	30,45,000	23,20,000	38,34,000	30,50,064	...	11,44,000	6,16,000	3,98,050	1,88,902	...	1,08,24,000	8,95,000	1,67,75,000
1895-96	40,20,000	31,50,000	26,74,000	28,65,244	...	5,98,731	9,63,000	3,41,000	2,89,722	8'55	2,02,53,000	1,47,17,000	1,43,83,000
1896-97	16,40,000	14,44,000	3,47,000	— 62,693	25'81	8,31,700	5,66,000	6,02,000	4,85,669	...	2,34,55,000	1,75,00,000	1,17,06,000
1897-98	9,52,000	6,55,000	1,50,000	1,27,324	...	11,17,000	12,18,000	2,78,000	2,98,774	...	1,08,55,000	1,33,00,000	1,20,94,000
1898-99	17,41,000	15,00,000	6,63,000	— 1,15,096	...	36,58,000	59,17,000	9,07,000	7,79,654	...	1,44,15,000	1,15,20,000	1,20,24,000
1899-1900	23,63,000	9,00,000	18,00,000	11,50,566	...	39,66,000	26,04,000	20,26,000	16,06,789	...	1,24,00,000	80,00,000	1,00,36,000
1900-01	30,80,000	12,00,000	27,44,000	20,89,502	...	60,73,000	31,12,000	39,47,000	43,77,502	...	1,26,92,000	1,26,10,000	91,60,000
1901-02	28,14,000	21,25,000	14,91,000	...	...	46,76,000	47,00,000	41,25,000	...	28'75	83,72,000	82,45,000	75,00,000
18 (c). JODHPUR-BIKANER [JODHPUR-HYDRAABAD (BRITISH SECTION)].						21 (a) TO (e). SOUTHERN MAHARATTA.					23 (a). SOUTH		
1892-93	...	...	...	...	...	31,76,500	31,83,000	47,88,000	45,69,950	19'93	40,37,500	22,70,000	— 16,42,000
1893-94	...	...	...	...	...	25,56,000	18,57,000	5,67,000	5,07,456	56'55	26,29,900	11,37,000	7,25,000
1894-95	...	...	...	...	...	8,40,000	14,09,000	7,31,000	6,81,842	...	17,74,000	6,00,000	2,00,000
1895-96	...	...	...	...	...	11,77,000	12,62,000	8,12,000	7,55,237	...	14,96,000	8,50,000	4,50,000
1896-97	...	...	...	...	...	15,91,000	14,78,000	9,80,000	9,04,205	...	6,15,000	5,00,000	1,50,000
1897-98	...	...	25,000	7,987	...	19,70,000	18,07,000	9,23,000	8,17,542	...	8,35,000	5,00,000	— 2,70,000
1898-99	23,75,000	1,00,000	10,03,000	9,70,558	...	18,65,000	15,20,000	7,95,000	8,12,707	...	— 14,70,000	— 18,44,000	— 20,00,000
1899-1900	24,81,000	9,90,000	10,04,000	9,42,349	...	9,65,000	6,00,000	4,75,000	4,60,852	...	5,00,000	5,00,000	10,93,000
1900-01	17,92,000	10,00,000	3,69,000	3,83,059	68'49	12,10,000	6,00,000	6,06,000	7,32,060	...	60,00,000	13,00,000	43,12,000
1901-02	5,000	1,55,000	2,25,000	...	...	8,25,000	6,00,000	4,26,000	...	...	1,28,44,000	1,16,44,000	91,37,000

NOTE.—The credit items represent the amounts by which credits under suspense and on account of capital outlay
* Transferred partly to the Bengal-Nagpur

DIX 9.

Appendix 9.
Budget allotments.

during each official year from 1892-93 and the amount actually expended.

graph 16 of Report).

CENTRAL.		4 (a), (f) AND (d), BENGAL-NAGPUR.					EAST COAST STATE.					CLASS : No. RAILWAY.
Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Capital asked for.	Capital at first allotted.	Capital allotted on revision of Budget.	Capital actually expended.	Mileage opened during the year.	Particulars.
												Year.
1,18,013	...	51,81,000	55,13,000	41,68,000	41,36,542	30'23	1,66,15,000	1,08,91,000	1,24,94,000	1,23,40,988	88'58	1892-93
28,305	...	20,60,000	23,98,000	13,73,000	11,94,152	...	1,00,04,600	91,85,000	99,73,000	97,64,893	174'81	1893-94
53,730	...	8,75,000	6,42,000	3,16,000	3,38,482	...	99,66,000	76,10,000	78,55,000	83,21,931	90'71	1894-95
56,652	...	7,07,000	6,94,000	29,98,000	21,12,011	...	53,00,000	53,00,000	87,30,000	87,63,511	137'37	1895-96
9,56,532	...	2,55,84,000	1,69,64,000	1,55,77,000	1,57,92,395	...	1,03,78,000	99,78,000	1,15,66,000	1,10,42,010	47'15	1896-97
6,57,068	...	3,82,23,000	2,12,84,000	1,94,00,000	1,84,65,149	...	1,06,30,000	1,05,20,000	90,73,000	89,48,642	2'66	1897-98
6,16,252	...	3,37,54,000	2,07,00,000	1,86,10,000	1,84,49,088	323'53	85,18,000	90,44,000	89,53,000	83,66,098	232'32	1898-99
1,07,764	...	2,35,10,000	1,77,00,000	1,77,00,000	1,70,29,994	5'75	29,55,000	27,00,000	30,95,000	29,99,719	...	1899-1900
2,36,634	...	1,47,72,000	1,05,00,000	81,04,000	70,91,187	92'54	24,29,000	14,00,000	11,40,000	...	7'16	1900-01
...	...	1,83,32,000	1,74,51,000	1,60,39,000	...	2'25	*	*	*	*	*	1901-02
PENINSULA.		8 (d) AND (g), INDIAN MIDLAND.					9 (a). BOMBAY, BARODA AND CENTRAL INDIA.					
7,25,515	...	20,38,000	21,83,000	14,57,000	12,37,184	...	2,09,000	2,09,000	— 2,53,000	— 1,71,305	...	1892-93
—4,80,123	...	16,40,800	21,49,000	11,45,000	8,78,553	...	12,50,000	13,05,000	10,55,000	9,40,633	...	1893-94
16,58,250	...	12,99,810	22,07,000	9,25,000	7,48,722	...	13,95,000	9,75,000	17,70,000	16,65,198	...	1894-95
5,69,795	...	3,52,700	2,86,000	8,89,000	4,85,315	8'77	20,40,000	23,50,000	28,13,000	27,55,585	...	1895-96
—4,90,400	1'07	1,00,65,900	96,07,000	63,14,000	70,19,372	...	39,75,000	47,11,000	31,02,000	28,83,994	...	1896-97
15,43,812	...	33,55,000	26,01,000	29,24,000	30,13,393	47'83	50,00,000	67,46,000	27,00,000	25,51,368	...	1897-98
28,57,021	...	33,00,000	20,10,000	22,84,000	29,24,558	68'21	53,50,000	66,43,000	45,91,000	40,21,367	...	1898-99
28,74,659	19'00	19,59,000	17,50,000	23,48,000	19,97,374	...	49,00,000	41,00,000	51,81,000	41,49,383	...	1899-1900
36,93,175	52'06	22,45,000	7,50,000	17,79,000	13,15,242	...	41,50,000	10,00,000	13,98,000	14,72,253	...	1900-01
...	...	33,50,000	33,50,000	27,40,000	...	...	30,25,000	28,00,000	37,72,000	...	...	1901-02
BENGAL.		16 (b). BENGAL AND NORTH WESTERN (TIKHOOT SECTION).					17 (b). ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).					
31,14,484	...	3,46,000	2,25,000	12,40,000	12,48,004	...	2,00,000	2,63,000	3,20,000	2,69,687	23'50	1892-93
85,50,636	...	3,06,500	1,93,000	1,83,000	1,24,598	...	2,20,000	4,41,000	2,78,000	2,10,265	7'37	1893-94
1,65,51,395	...	10,36,000	6,00,000	5,05,000	2,53,104	...	2,75,000	3,80,000	1,66,000	1,11,826	1'75	1894-95
1,37,35,608	158'90	7,71,000	7,00,000	6,03,000	5,09,239	...	2,20,000	2,05,000	3,08,000	2,09,454	...	1895-96
2,15,55,591	201'73	4,06,000	43,25,000	24,41,000	16,59,234	...	4,96,000	3,43,000	2,37,000	2,06,608	...	1896-97
1,18,24,159	...	73,11,000	71,00,000	53,50,000	47,24,254	...	3,25,000	2,23,000	4,48,000	3,57,554	...	1897-98
1,24,72,607	53'82	52,50,000	62,00,000	40,70,000	34,28,341	...	2,20,000	1,50,000	1,53,000	1,28,139	...	1898-99
1,01,54,503	20'31	55,01,000	24,00,000	30,00,000	32,77,918	73'47	1,60,000	69,000	69,000	— 2,069	...	1899-1900
90,38,316	142'30	47,86,000	33,30,000	50,88,000	53,92,450	92'18	1,12,000	3,74,000	3,74,000	3,63,582	...	1900-01
...	10'75	23,45,000	25,16,000	27,46,000	...	11'36	2,95,000	2,95,000	4,90,000	...	...	1901-02
AND (e). INDIAN.		24 (a). BURMA.					FRONTIER RESERVE MATERIAL, STORES AND COLLIERIES.					
— 20,26,137	...	53,40,000	51,89,500	51,11,000	49,85,645	99'46	...	...	...	...	...	1892-93
7,50,245	...	54,75,400	43,82,000	35,13,800	33,39,972	12'89	...	...	...	...	...	1893-94
1,85,032	...	36,31,000	3,00,000	33,93,000	33,42,504	15'46	...	...	...	...	...	1894-95
3,82,340	...	15,54,700	11,11,000	16,09,000	16,71,732	141'07	...	...	...	...	...	1895-96
1,49,527	...	8,75,000	75,20,000	71,53,000	66,22,514	...	...	...	...	...	...	1896-97
— 3,01,266	...	77,10,000	77,10,000	55,16,000	52,35,328	50'00	...	...	...	...	...	1897-98
— 19,53,792	...	99,50,000	1,00,00,000	70,00,000	72,06,664	...	...	...	...	...	...	1898-99
10,48,002	4'49	1,18,13,000	80,00,000	78,00,000	78,14,726	57'21	...	...	...	...	...	1899-1900
38,97,339	1'45	1,02,85,000	80,00,000	97,85,000	98,53,957	130'66	...	— 1,290	— 5,33	3,96,751	...	1900-01
...	...	1,22,00,000	96,74,000	95,64,000	...	53'70	...	2,960	1,46	...	...	1901-02

transferred from one railway system to another exceed the amounts allotted and expended on works of construction, railway and partly to the Madras railway from the 1st January 1901.

Appendix 10.
Annual capital outlay.

Capital expenditure in thousands of rupees

(Referred to in paragraphs

Railways.	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE.										EXPENDITURE ON ROLLING STOCK IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE.									
	YEARS.										YEARS.									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
East Indian . .	63,61	28,32	11,36	11,96	18,06	80,79	1,07,94	73,53	45,55	50,54	4,71	9,56	3,60	26,91	12,02	27,27	36,32	1,95,52	64,24	73,1
Eastern Bengal .	9,00	3,92	23	6	2	6,52	28,08	27,93	31,10	39,05	6,65	2,76	29	8,26	5,98	16,58	10,16	18,21	4,54	13,01
Bengal Central .	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	11,59	4,37	1,95	27	-31
Bengal-Nagpur .	12,95	6,05	80	1,35	62,39	1,71,99	1,71,49	1,57,17	79,46	40,37	36,29	17,89	26	2,11	2,26	32	1,13	33,92	27,35	4,29
Calcutta Port Com- missioners' . .	7,28	96	...	6,36	38	27	50	...	...	9,21	...	...	...	...	3,34	1	...	...	91	13,46
Oudh and Rohilkhand State	18,23	47,12	30,21	15,14	23,03	39,38	23,72	39,27	27,17	8,79	1,06	60	57	8,06	59	3,51	7,06	5,68	79	5,85
North Western State	49,23	59,73	77,62	1,47,98	2,15,81	1,18,52	62,11	57,69	48,86	41,84	9,00	1,81	90	2,08	10,63	36,32	21,85	5,70	79	12,29
Great Indian Penin- sula	3,10	12,76	34,83	65,35	27,30	65,88	80,87	67,71	19,28	2,74	17,07	4,75	9,85	2,69	2,40	7,84	1,63	8,26	13,36	21,27
Bombay, Baroda and Central India .	2	11	6	5,23	16,33	5,73	25,28	62,80	18,88	3,20	1,61	6,85	5,24	6,94	1,07	9	5,99	13,83	13,35	4,24
Nizam's Guaranteed State . . . .	...	...	...	...	...	15,32	52,05	82,51	52,12	7,78	4,76	16	...	27	2,22	49	3,06	12,80	12,67	1,51
Madras . . . .	...	...	...	14	25,11	11,02	7,48	10,65	21,28	58,39	32	2,29	44	33	1,65	6,56	1,47	3,66	3,29	9,51
Bengal Doonars .	...	...	...	...	...	72	3,19	18,75	17,98	15,61	2,04	87	37	1	1	52	1	4,09	2,32	1,40
Dibru-Sadiya . .	...	...	...	...	...	...	...	...	...	...	82	1,37	60	1,05	78	14	20	16	2,32	...
Assam-Bengal . .	30,16	71,90	1,39,16	1,39,97	1,00,72	1,12,03	1,16,09	1,11,52	85,59	82,77	...	95	4,63	17,52	16,29	4,25	2,65	1,63	87	3,05
Deoghur . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North- Western . . .	...	...	3	21,09	33,38	1,10,07	64,34	63,32	29,10	32,47	75	7,49	13	9,03	2,25	9,97	24,03	15,84	18,58	18,47
Rohilkund and Ku- maon	2,85	1,57	1,35	12	2	...	...	...	...	3	90	1	2	1	2	1	2,32	1,02	2,80	1,47
Rajputana-Malwa .	33,56	50,32	54,05	14,25	17,89	11,58	8,21	2,79	88	6,51	50	50	4,56	1,12	2,15	-12	-1,59	3,07	1,83	89
Jodhpur-Bikaner .	17,53	-2,11	72	1	-4	10,24	28,52	16,52	10,79	4,00	6,47	1,60	-1,59	-11	39	...	6,08	14,33	21	3,83
Udaipur-Chitor .	...	...	3,05	10,26	18	26	1,13	2,16	45	17	...	...	...	...	...	2,25	5	...	...	42
Bhavnagar-Gondal- Junagad-Forbandar	7,90	6,46	82	49	14,55	7,77	6,93	8	-28	...	76	17	8	3	1,80	87	1,24	8	17	80
Southern Mahratta .	...	...	...	...	...	9	11	3	...	...	28	29	71	37	46	1,41	5,34	3,42	1,44	1,88
South Indian . .	5,98	7,79	2,16	68	...	...	...	1,75	1,21	83,67	4	12,79	1,58	87	29	1,22	43	73	26	-3
Burma	20,62	29,49	18,30	...	11,17	38,74	43,97	62,24	50,63	56,42	10,96	1,21	53	3,36	4,65	1,50	6,36	11,96	4,74	20,85
Morvi . . . .	...	...	...	...	...	...	...	...	2,32	11	4	41	24	-10	24	2	12	4	6	10
Barsi Light . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,49	1,77	27	...	...	-39
Tarakeswar-Magra.	...	...	...	...	...	...	...	...	...	...	...	...	1,42	7	3	17	1	18	...	...
Ranaghat-Krishnagar	...	...	...	...	...	...	...	6,07	...	...	...	...	...	...	...	...	...	1,21	24	...
Tezpur-Balipara .	...	...	3,30	89	27	3	7	17	13	...	...	...	98	27	17	...	6	12	...	...
Darjeeling-Himala- yan . . . .	...	...	...	...	...	...	...	...	...	...	8	46	5	1	83	2	13	55	12	1
Howrah-Amta . .	...	...	...	...	...	7,63	29	1	1	6	...	...	...	...	...	2,34	99	11	46	...
Howrah-Sheakhala .	...	...	...	...	...	4,11	33	...	...	...	...	...	...	...	...	1,17	48	...	...	...
Jorhat . . . .	...	...	...	...	...	...	...	...	...	...	2	16	4	6	-7	38	20	...	...	-31
TOTAL	2,82,02	3,24,48	3,78,05	4,41,33	5,66,58	8,18,70	8,32,70	8,74,67	5,42,49	5,43,73	95,71	74,95	35,80	91,27	74,34	1,38,47	1,42,52	2,69,07	1,78,25	2,11,13

during each of the past ten years.

17 and 21 of Report.)

EXPENDITURE ON IMPROVEMENT OF EXISTING LINE IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE.											TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING SUSPENSE.											RAILWAYS.
YEARS.											YEARS.											
1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.			
7,74	20,76	10,98	14,38	15,74	19,82	28,96	40,78	48,92	64,53	52,64	72,64	33,94	62,25	57,82	1,47,88	1,64,22	2,35,83	1,64,81	1,58,64	East Indian.		
11,80	1,82	3,93	5,91	18,06	26,38	7,95	8,72	13,88	12,38	29,45	7,50	5,45	14,23	26,06	69,48	49,19	54,86	49,52	66,44	Eastern Bengal.		
1,71	24	69	34	69	84	2,14	75	1,66	1,52	1,71	24	69	34	6,69	8,44	6,51	2,70	93	2,21	Bengal Central.		
12,79	28,59	4,97	4,25	10,83	3,62	57	27	1,70	3,38	46,03	44,53	3,03	6,75	46,77	1,75,93	1,75,19	2,05,36	1,39,51	78,04	Bengal-Nagpur.		
...	...	...	...	1,37	26	...	68	93	1,07	7,28	96	...	6,36	5,09	54	50	68	1,84	23,74	Calcutta Port Com- missioners'.
22	79	1,33	7,09	2,61	4,01	4,38	9,74	8,30	9,70	14,51	49,51	36,11	35,29	20,23	44,90	33,16	55,69	39,26	32,34	Oudh and Rohilkhand State.		
31,57	38,56	28,28	21,52	36,43	10,98	1,49	3,04	23,62	29,74	93,80	97,10	1,10,80	1,64,58	2,82,87	1,36,82	62,47	81,43	98,27	99,87	North Western State.		
20,52	16,00	13,31	9,99	6,09	4,38	8,04	6,75	9,77	11,10	17,69	23,51	61,99	79,03	21,79	82,10	96,54	97,72	53,41	45,11	Great Indian Penin- sula.		
2,28	1,82	7,16	14,86	23,03	28,53	13,96	36,31	5,68	20,08	—9	6,78	15,46	24,03	49,43	37,35	47,23	1,12,94	29,91	72,52	Bombay, Baroda and Central India.		
2,36	3,43	3,97	1,79	82	3,15	1,24	2,62	2,78	2,71	12	6,59	97	4,06	1,04	18,96	56,35	97,93	68,57	21,00	Nizam's Guaranteed State.		
6,26	3,53	2,11	3,51	3,37	3,19	3,15	2,35	3,45	3,27	7,58	49,82	13,45	1,98	18,13	18,77	12,10	15,66	60,99	84,17	Madras.		
10,65	4,93	3,95	41	1,06	93	88	20	14	2	12,69	6,80	3,35	42	1,07	2,17	4,08	23,04	31,44	16,03	Bengal Doocars.		
60	41	27	21	—25	2,41	7	...	5	3,60	2,42	2,78	87	1,27	53	2,55	27	16	2,57	3,60	Dibru-Sadiya.		
...	...	...	...	...	...	...	...	...	...	30,16	72,94	1,43,79	1,72,49	1,28,01	1,23,28	1,10,74	1,19,15	94,46	70,82	Assam-Bengal.
6	—1	...	1	...	...	1	—1	...	...	6	—1	...	1	...	...	1	—1	...	...	Deoghur.
14,72	—77	3,29	1,53	49	2,86	5,05	6,63	12,21	7,19	20,47	—3,28	4,45	30,65	36,13	1,24,90	1,00,42	86,79	72,89	46,13	Bengal and North- Western.		
1,55	90	61	53	2,55	1,72	79	21	66	47	3,30	2,48	1,98	66	2,59	3,73	2,21	23	4,46	2,97	Rohilkund and Ku- maon.		
4,87	3,56	3,18	5,04	5,14	3,20	4,11	3,86	3,54	8,20	39,93	56,38	69,09	20,41	19,18	3,66	9,73	10,72	17,25	19,60	Rajputana-Malwa.		
3,79	5,12	1,33	42	39	44	6,34	—79	—19	1,65	27,79	4,61	46	32	74	10,68	40,94	30,06	12,79	9,48	Jodhpur-Bikaner.		
...	...	...	...	...	...	...	...	...	23	...	...	3,05	10,26	18	2,51	1,18	2,16	—55	82	Udaipur-Chitor.
1,27	—23	1,37	2,34	—37	90	2,03	1,00	44	96	9,93	5,40	3,27	2,86	14,98	9,54	10,20	1,16	33	1,76	Bhavnagar-Gondal- Junágad-Porbandar.		
40	30	52	1,68	1,18	2,24	2,76	3,05	1,78	1,46	—1,37	—4,41	2,23	1,05	4,64	4,74	7,21	3,50	3,22	2,34	Southern Mahratta.		
1,86	3,80	2,63	92	1,01	77	1,52	3,59	3,03	3,81	9,88	20,35	—63	5,47	—70	—1,01	95	6,07	4,50	87,45	South Indian.		
20,06	5,95	11,44	7,66	17,27	6,24	5,09	11,31	25,14	22,05	59,64	25,65	35,27	8,02	34,09	49,48	54,42	86,51	1,13,51	81,32	Burma.		
50	4	53	1,37	10	49	7	5	—16	1	54	45	77	2,27	—66	51	19	9	2,22	22	Morvi.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,49	1,77	27	...	...	—36	Barsi Light.
...	...	...	...	...	...	...	...	...	2	...	...	1,42	7	3	17	1	18	...	2	Tarakeshwar-Magra.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,28	24	...	Ranaghat-Krishnagar
...	...	...	...	11	3	1	5	13	...	...	...	4,28	1,16	55	6	14	34	26	...	Tezpur-Bálipará.
34	18	39	20	42	38	49	25	10	21	42	64	44	21	1,65	40	62	80	22	22	Darjeeling-Himala- yan.		
...	...	...	...	...	...	...	4	...	2	...	...	...	...	...	9,07	1,23	16	47	8	Howrah-Amra.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,28	81	...	...	...	Howrah-Sheakhala.
9	29	13	3	10	...	...	4	...	17	11	45	17	9	1,03	38	20	4	—1,00	—1,4	Jorhát.
1,58,01	1,40,01	1,06,40	1,05,99	1,26,53	1,27,77	98,12	1,41,49	1,67,56	2,09,55	1,86,74	5,50,44	5,29,25	6,56,59	7,82,45	10,05,94	10,49,34	13,39,23	10,66,30	10,16,41	TOTAL.		

Appendix II.
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		EAST INDIAN RAILWAY.						EASTERN BENGAL	
NAME OF RAILWAY.		EAST INDIAN.		DELHI- UMBALLA- KALKA.	SOUTH BEHAR.	TARKES- SUR.	KALKA- SIMLA.	EASTERN AND SOUTHERN SECTIONS.	
Classification Number.		1 (a)		1 (b)	1 (c)	1 (d)	1 (e)	2 (a)	
Gauge.		5' 6"		5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	
Items.	Length of railway and main heads of expenditure.	Open line.	Under construc- tion.	Open line.	Open line.	Open line.	Under construc- tion.	Open line.	Under construction.
LENGTH OF LINE.									
(a)	Single track . . . Miles.	1,354'04	99'32	162'24	78'76	22'23	60'00	155'83	7'66
(b)	Double " . . . "	484'00	...	...	...	...	...	112'21	...
(c)	TOTAL MILEAGE.	1,838'04	99'32	162'24	78'76	22'23	60'00	268'04	7'66
Outlay—									
1	Purchase of line . . . Rs.	37,20,00,000	...	...	...	...	...	4,41,55,749	...
2	Overdrawn Capital . . .	26,45,269	...	...	...	...	...	4,24,483	...
3	Expenditure incurred since purchase . . .	11,44,64,816	...	...	...	...	...	3,77,40,209	...
4	TOTAL outlay on railway to end of 1901—								
	Sum of 1 to 3 . . . Rs.	48,91,10,085	...	...	...	...	...	8,23,20,441	3,47,794
	" XIX and XX . . .		53,24,840	1,52,92,648	1,23,66,533	17,92,293	34,86,993		
I	Preliminary expenses . . .	15,41,444	1,77,827	8,07,400	7,46,510	Details not available.	3,41,859	Details not available.	301
II	Land	31,65,200	2,46,794	39,39,436	...		85		2,01,733
III	Formation	2,37,37,076	5,67,574		7,80,306		17,76,999		25,036
IV	Bridgework	7,63,51,942	12,27,549		37,43,724		1,70,047		320
V	Fencing	38,78,804	46,380		89,353		19		26
VI	Electric telegraph . . .	29,82,766	...	...	...		...		...
VII	Ballast and permanent-way .	11,49,09,764	21,61,973	1,70,89,067	37,77,482		1,15,518		91,405
VIII	Stations and buildings . .	4,46,34,308	1,72,752	13,75,250	7,30,058		69,486		11,112
IX	Colliery works	21,26,043	...	...	...		...		...
X	Plant	61,29,847	3,44,781	2,38,836	5,90,424		88,761		1,254
XI	Rolling-stock	10,63,09,330	...	...	...		...		...
XII	General charges	5,58,38,956	3,79,260	9,13,480	7,85,756		4,52,311		16,607
XIII	Exchange . . . . .	...	...	11,759	...		...		...
XIV	TOTAL OF I TO XIII . . .	44,16,05,480	53,24,840	1,43,75,230	1,12,43,613	17,92,293	30,15,085	6,86,17,974	3,47,794
XV	Ferries, etc.	13,20,338	—	...	...	...	...	15,61,564	...
XVI	Suspense	96,28,268	...	2,09,869	53,853	...	3,41,638	32,20,759	...
XVII	Sundries	14,25,412*	...	11,27,287	10,69,067	...	1,30,270	...	...
XVIII	TOTAL items XV to XVII .	1,23,74,018	...	9,17,418	11,22,920	...	4,71,908	47,82,323	...
XIX	GRAND TOTAL expendi- ture in construction of railway (XIV + XVIII) . .	45,39,79,498	53,24,840	1,52,92,648	1,23,66,533	17,92,293	34,86,993	7,34,00,297	3,47,794
XX	Amount paid in premia, &c.	3,51,30,587	...	...	...	...	...	89,20,144	...

NOTE.—The total outlay borne against the capital account of each

* Includes Rs. 9,75,428 on account of surplus stores less sale proceeds from same, and Rs. 4,20,470 on account of commission on debenture loan.

DIX II.

Appendix II.
Capital outlay.

1901 distributed over main heads of expenditure.

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STATE RAILWAY.						BENGAL CENTRAL.	BENGAL-NÁGPUR RAILWAY.				Items.
NORTHERN & BEHAR SECTIONS.		DACCA SECTION.	BRAHMA-PUTRA-SULTAN-PUR.	MYMEN-SINGH-JA-MALPUR-JAGANNATH-GANJ.	COOCH BEHAR.		BENGAL-NÁGPUR.		RAIPUR-DHANTARI.	JERUL-FORK-GONDIA EXTENSION AND BRANCHES.	
2 (b)		2 (b).	2 (c).	2 (d)	2 (e)	3 (a)	4 (a).		4 (b)	4 (d)	
3' 3½" and 2' 6".		3' 3½".	3' 3½".	3' 3½".	2' 6"	5' 6"	5' 6"		2' 6"	2' 6"	
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Under construction.	
500'43	38'83	85'92	59'19	53'37	33'78	125'01	1,536'23	177'77	56'24	252'67	(a)
...	...	...	...	...	...	...	16'75	...	...	...	(b)
500'43	38'83	85'92	59'19	53'37	33'78	125'01	1,552'98	177'77	56'24	252'67	(c)
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	4
4,49,36,038	64,02,852	73,32,727	28,27,619	20,84,346	13,94,923	1,29,54,075	20,50,28,206	55,25,232	13,69,838	9,41,785	
2,00,022	1,00,953	1,27,561	14,779	4,324	11,508	1,48,152	19,71,512	68,539	10,998	67,562	I
13,57,144	48,187	5,33,281	...	...	14,435	73,186	59,25,199	20,66,938	5,274	24,841	II
35,63,342	3,54,826	6,99,623	4,32,588	1,54,926	1,57,975	7,67,202	2,52,19,304	6,09,366	1,00,119	3,58,511	III
78,98,644	38,65,938	5,89,991	3,84,153	1,67,369	3,80,505	14,54,233	4,79,24,583	4,54,248	1,09,867	99,800	IV
11,81,421	14,349	1,19,532	15,984	40,177	2,570	4,14,089	9,44,379	10,736	3,226	2,091	V
7,210	...	...	...	...	1,825	...	...	...	...	...	VI
1,09,44,510	11,57,150	18,38,000	13,53,281	12,78,694	4,47,819	45,58,911	6,01,43,112	9,47,172	6,49,661	97,700	VII
52,87,323	84,754	13,36,000	1,72,379	2,62,489	78,164	11,03,029	1,28,93,173	68,523	63,346	121	VIII
...	...	...	...	...	...	...	...	...	...	...	IX
13,01,610	3,18,483	2,35,692	22,761	24,748	18,659	3,81,688	37,03,257	1,21,747	12,012	19,040	X
79,13,876	1,28,886	11,92,198	...	...	1,78,912	28,14,787	2,55,00,324	...	3,23,868	8,627	XI
30,72,496	3,29,326	3,63,455	1,53,432	81,871	81,996	8,40,609	1,23,41,615	2,22,909	91,467	2,54,691	XII
9,31,358	...	3,05,500	...	...	...	...	6,53,185	...	...	...	XIII
4,36,58,956	64,02,852	73,32,727	25,49,557	20,14,598	13,74,368	1,26,45,886	19,72,19,643	45,70,178	13,69,838	9,32,384	XIV
12,77,082	...	...	28,341	68,020	3,618	...	26,220	9,43,459	...	...	XV
...	...	...	66,429	674	16,937	3,08,189	77,82,343	11,595	...	9,401	XVI
...	...	...	1,83,292	1,054	...	...	...	...	...	...	XVII
12,77,082	...	...	2,78,062	69,748	20,555	3,08,189	78,08,563	9,55,054	...	9,401	XVIII
4,49,36,038	64,02,852	73,32,727	28,27,619	20,84,346	13,94,923	1,29,54,075	20,50,28,206	55,25,232	13,69,838	9,41,785	XIX
...	...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Appendix II.
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		ODDH AND ROHILKHAND STATE RAILWAY.					NORTH WESTERN.			
NAME OF RAILWAY.		CAL- CUTTA PORT COMMISS- IONERS'.	ODDH AND ROHILKHAND.	HAR- DWAR- DEHRA.	CANNORE- BURHWAL (3' 3 1/2" GAUGE) LINK.	ALLAH- ABAD- FYABAD.	7 (a)			
Classification Number.		5 (a)	6 (a)	6 (b)	6 (c)	6 (d)	5' 6"			
Gauge.		5' 6"	5' 6"	5' 6"	3' 3 1/2"	5' 6"	Open line			Under construction.
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Under construction.	Military section.	Commercial section.	Total.	Jech Doab.
(a)	Single track . . . Miles.	6'16	1,037'53	32'04	79'60	94'67	969'88	1,916'83	2,906'63	51'40
(b)	Double " . . . "	1'49	...	...	...	...	60'36	110'13	170'49	...
(c)	TOTAL MILEAGE . . . "	7'65	1,037'53	32'04	79'60	94'67	1,030'24	2,046'96	3,077'12	51'40
1	Outlay—									
2	Purchase of line . . . Rs.	...	10,33,60,490	...	...	...	...	...	14,00,91,244	...
3	Overdrawn Capital . . . "	...	3,38,45,809	...	...	...	...	...	28,70,470	...
4	Expenditure incurred since purchase . . . "	...	...	...	...	...	...	...	38,77,77,796	...
	TOTAL outlay on railway to end of 1901—									
	Sum of 1 to 3 . . . "	97,54,678	13,72,06,389	28,12,301	25,11,048	50,816	15,91,57,510	37,15,82,000	53,07,39,510	12,224
	" XIX and XX . . . "									
I	Preliminary expenses . . . "	30,553	12,89,281	97,588	31,729	50,816	12,53,533	29,88,310	42,41,843	12,174
II	Land	43,06,768	9,15,807	...	94,804	...	10,25,986	23,97,957	34,23,944	...
III	Formation	6,34,653	44,47,291	6,19,427	1,37,459	...	3,02,42,389	2,78,58,652	6,71,01,041	...
IV	Bridgework	4,28,033	3,23,83,057	5,67,226	2,64,770	...	3,59,51,370	7,04,69,844	10,64,21,214	...
V	Fencing	54,561	29,65,441	...	2,56,379	...	6,79,177	72,76,481	79,55,657	...
VI	Electric telegraph . . . . .	...	46,129	...	...	...	86,306	7,58,396	8,84,702	...
VII	Ballast and permanent way	13,65,842	3,81,11,693	8,84,607	12,16,118	...	4,50,11,097	9,42,18,466	13,92,29,563	...
VIII	Stations and buildings	6,88,699	1,35,40,948	2,09,164	4,01,043	...	1,05,27,850	3,61,12,452	4,66,40,302	...
IX	Colliery works . . . . .	...	...	...	...	...	...	...	...	...
X	Plant . . . . .	...	...	...	...	...	...	...	...	...
XI	Rolling-stock	21,51,036	1,76,34,340	2,57,896	1,02,986	...	...	...	...	...
XII	General charges	94,533	...	...	...	...	...	...	...	...
XIII	Exchange . . . . .	...	...	...	...	...	...	...	...	...
XIV	TOTAL OF I TO XIII	97,54,678	12,38,00,505	27,11,363	25,11,048	50,816	15,88,93,422	33,35,38,160	49,24,31,582	12,224
XV	Ferries, &c. . . . .	...	...	...	...	...	...	...	...	...
XVI	Suspense . . . . .	...	...	...	...	...	...	...	...	...
XVII	Sundries . . . . .	...	...	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . . . .	...	...	...	...	...	...	...	...	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII)	97,54,678	12,63,05,001	28,12,301	25,11,048	50,816	15,91,57,510	35,23,30,298	51,14,87,808	12,224
XX	Amount paid in premia, &c. . . . .	...	1,00,01,388	...	...	...	...	1,92,51,702	1,92,51,702	...

NOTE.—The total outlay borne against the capital account of each

1901 distributed over main heads of expenditure.

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STATE RAILWAY.						GREAT INDIAN PENINSULA (SEE NEXT PAGE FOR REST OF SYSTEM).		Items.
SOUTHERN PUNJAB.	RAJPURA- BHATINDA.	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LUDHIANA- DHURI- JAKHAL.	NEWSHERA- DURGAI.	KHUSHALGARH- KOHAT- THAL.	GREAT INDIAN PENINSULA.	KHANGAON	
7 (b)	7 (c)	7 (d)	7 (e)	7 (f)	7 (h)	8 (a)	8 (b)	
5' 6"	5' 6"	5' 6"	5' 6"	2' 6"	2' 6"	5' 6"	5' 6"	
Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	
423'93	107'05	15'92	78'66	40'25	92'20	1,086'34	7'89	(a)
...	...	...	...	...	...	461'93	...	(b)
423'93	107'05	15'92	78'66	40'25	92'20	1,548'27	7'89	(c)
...	...	...	...	...	...	40,78,15,679	...	1
...	...	...	...	...	...	25,81,999	...	2
...	...	...	...	...	...	1,84,93,067	...	3
{ ... 2,25,88,128	...	...	...	...	...	...	...	4
...	67,10,823	9,60,636	43,10,407	17,97,886	1,87,007	42,88,90,745	5,22,149	
12,94,166	59,422	23,934	36,390	30,807	15,831	10,47,168	369	I
...	46,494	...	...	18,037	380	1,55,049	1,115	II
11,06,984	2,75,955	34,955	2,28,393	65,647	79,333	11,60,09,007 {	44,036	III
8,22,841	5,37,820	1,35,428	2,43,730	2,13,755	35,783		57,634	IV
1,96,493	2,04,472	2,176	1,01,280	10,271	...		7,366	V
...	...	170	...	...	...	18,28,528	...	VI
1,40,92,180	41,57,854	5,66,608	29,54,644	6,38,557	...	7,54,67,019	3,10,958	VII
24,28,933	10,77,784	1,31,585	4,38,471	1,01,380	1,251	3,87,21,077	53,602	VIII
...	...	...	...	...	...	...	...	IX
60,098	82,433	5,336	59,947	1,33,010	12,148	4,58,40,200 {	3,434	X
...	...	...	...	4,82,439	...		11,669	XI
15,66,845	2,68,589	60,444	2,35,416	85,960	41,815		31,966	XII
...	...	...	...	...	...	8,14,432	...	XIII
2,15,68,540	67,10,823	9,60,636	42,98,271	17,79,863	1,86,541	30,09,03,662	5,22,149	XIV
...	...	...	...	15,968	...	...	...	XV
24,153	...	...	12,136	2,055	466	55,45,472	...	XVI
9,95,435	...	...	...	...	...	...	...	XVII
10,19,588	...	...	12,136	18,023	466	55,45,472	...	XVIII
2,25,88,128	67,10,823	9,60,636	43,10,407	17,97,886	1,87,007	30,64,49,134	5,22,149	XIX
...	...	...	...	...	...	12,24,41,611	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Appendix II.
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		GREAT INDIAN PENINSULA RAILWAY—concl'd.						
NAME OF RAILWAY.		ANRAOTI.	INDIAN MIDLAND.	BINA-GOONA-BARAN.	BHOPAL-UJJAIN.	BHOPAL-ITARSI.	GWALIOR LIGHT.	
Classification Number.		8 (c)	8 (d)	8 (e)	8 (f)	8 (g)	8 (h)	
Gauge.		5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	2' 0"	
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.
LENGTH OF LINE.								
(a)	Single track Miles.	5'72	796'25	145'59	113'27	57'39	126'14	56'82
(b)	Double „ . . . . „	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE .	5'72	796'25	145'59	113'27	57'39	126'14	56'82
Outlay—								
1	Purchase of line Rs.	...	...	...	...	...	...	...
2	Overdrawn Capital . . „	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . . . „	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1901—							
	Sum of 1 to 3 Rs.	...	...	...	...	...	...	...
	„ XIX and XX „	4,51,915	10,58,27,081	1,00,43,286	77,61,569	75,46,891	31,00,762	6,515
I	Preliminary expenses . . . „	11,799	9,95,314	92,220	94,758	...	13,857	...
II	Land	2,450	9,42,530	2,267	2,771	15,543	62	...
III	Formation	20,377	1,00,91,977	13,91,605	8,07,815	15,90,833	5,67,231	332
IV	Bridgework	62,106	2,35,99,650	21,12,615	17,33,768	18,68,412	1,43,847	...
V	Fencing	11,699	26,12,891	2,75,300	82,366	2,13,520	5,684	...
VI	Electric telegraph . . . „	...	17,376	2,155	28,534	582	...	...
VII	Ballast and permanent-way . „	2,43,889	3,38,49,532	47,02,233	38,27,201	25,29,607	14,36,690	10
VIII	Stations and buildings . . „	54,425	90,47,106	5,60,763	4,67,236	8,67,286	1,73,852	...
IX	Colliery works . . . . .	...	...	...	...	...	...	...
X	Plant	3,016	13,65,097	57,319	21,280	43,346	27,470	8
XI	Rolling-stock	8,641	1,66,00,007	22,259	...	55,651	2,72,530	...
XII	General charges	29,709	43,39,747	8,24,550	6,95,840	3,62,111	1,30,135	5,398
XIII	Exchange . . . . .	...	2,52,050	...	...	...	...	...
XIV	TOTAL OF I TO XII . . . „	4,48,111	10,37,13,277	1,00,43,286	77,61,569	75,46,891	27,71,358	5,748
XV	Ferries, &c. . . . .	...	...	...	...	...	...	...
XVI	Suspense	3,804	22,13,894	...	...	...	3,29,404	767
XVII	Sundries . . . . .	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII . . „	3,804	21,13,804	...	...	...	3,29,404	767
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII)	4,51,915	10,58,27,081	1,00,43,286	77,61,569	75,46,891	31,00,762	6,515
XX	Amount paid in premia, &c. . „	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

DIX II—continued.

Appendix II.
Capital outlay.

1901 distributed over main heads of expenditure.

14 and 22 of Report).

AGRA- DELHI CHORD.	BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (SEE NEXT PAGE FOR REST OF SYSTEM).										Items.
	BOMBAY, BA- RODA AND CENTRAL INDIA.	TÁPŢI VALLEY.	NAGDA- UJJAIN.	PEILAD- CÁMBAY (ANAND- TARAPUR SECTION).	PETLAD- CÁMBAY. (TARAPUR- CÁMBAY SECTION).	GODHRA- RUTLAM- NAGDA.	RAJPUTANA- MALWA.	GAEKWAR'S MEHSANA.			
	9 (a)	9 (b)	9 (c)	9 (d)	9 (e)	9 (f)	9 (g)	9 (h)			
	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	3' 3½"	3' 3½"			
Under construction. †	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Under construction.		
121'16	258'34	155'48	34'32	21'50	10'92	141'14	1,647'22	92'63	41'70	(a)	
...	202'56	...	...	...	...	...	1'14	...	...	(b)
121'16	460'90	155'48	34'32	21'50	10'92	141'14	1,648'36	92'63	41'70	(c)	
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
1,01,472	12,03,69,427	1,29,18,730	22,31,982	11,86,381	7,49,676	1,77,80,596	13,65,78,028	33,38,629	10,282		
45,373	Details not available.	4,17,931	10,938	11,684	4,771	1,80,184	22,71,381	10,066	3,473	I	
46,810		...	...	...	...	35,570	14,28,542	...	...	II
4,470		26,34,918	1,77,272	44,040	25,016	60,92,071	74,54,008	3,04,732	152	III	
...		25,47,842	4,61,446	87,012	44,795	41,32,900	2,17,08,534	5,89,759	...	IV	
...		65,887	14,581	29,033	14,941	2,76,979	31,72,804	62,952	...	V	
...		3,264	603	...	...	4,065	...	...	...	VI
...		45,35,107	13,07,870	7,59,720	4,79,724	46,98,039	3,82,74,285	16,80,960	...	VII	
...		8,27,319	88,720	1,87,250	1,53,162	14,93,900	1,92,38,330	4,70,779	...	VIII	
...		...	...	...	...	...	...	...	...	IX
...		57,848	1,729	3,721	8,247	73,501	31,35,496	33,139	54	X	
...		...	...	...	...	...	2,18,48,081	21,034	...	XI
4,819		10,11,263	1,68,823	52,907	18,912	7,88,337	83,84,244	1,65,198	6,603	XII	
...		...	...	...	...	...	49,08,971	...	...	XIII
1,01,472	11,53,60,058	1,20,96,380	22,31,982	11,75,367	7,49,568	1,77,80,596	13,18,24,676	33,38,629	10,282	XIV	
...	...	...	...	...	...	...	...	...	...	XV
...	57,29,682	51,040	...	11,014	108	...	47,53,352	...	...	XVI
...	—7,20,313	7,71,310	...	...	...	...	...	...	...	XVII
...	50,09,369	8,22,350	...	11,014	108	...	47,53,352	...	...	XVIII
1,01,472	12,03,69,427	1,29,18,730	22,31,982	11,86,381	7,49,676	1,77,80,596	13,65,78,028	33,38,629	10,282	XIX	
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

* Includes State outlay of Rs. 8,08,405 on the Patri branch.

† Commencement of work as a railway project not yet authorized.

P. T. O.

Appendix II.
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—concl'd.					
NAME OF RAILWAY.		AHMEDABAD- PARANTIJ.	PALÁNPUR- DEESA.	GAEKWAR'S DABHOI.	RAJPIPLA.	JAIPUR (SIWAI- MADHOPUR.)	VIJAPUR- KALOL-KADI.
Classification Number.		9 (i)	9 (j)	9 (k)	9 (l)	9 (m)	9 (n)
Gauge.		3' 3"	3' 3"	2' 6"	2' 6"	3' 3"	3' 3"
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Open line.	Open line.	Under construction.	Under construction.
LENGTH OF LINE.							
(a)	Single track Miles.	54'70	17'28	78'80	37'37	72'85	41'80
(b)	Double „ . . . . . „	...	...	...	...	...	...
(c)	TOTAL MILEAGE	54'70	17'28	78'80	37'37	72'85	41'80
Outlay—							
1	Purchase of line Rs.	...	...	...	...	...	...
2	Overdrawn Capital . . . . . „	...	...	...	...	...	...
3	Expenditure incurred since purchase . . . „	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1901—						
	Sum of 1 to 3 Rs.	...	...	...	...	...	...
	„ XIX and XX „	19,49,355	4,18,264	21,14,302	13,06,822	8,40,591*	6,60,706
I	Preliminary expenses „	64,565	1,973	36,926	14,935	3,213	6,864
II	Land „	14,206	.	4,07,345	...	...	...
III	Formation „	1,30,634	64,414		1,28,528	1,78,049	8,750
IV	Bridgework „	2,76,400	59,429		3,93,067	3,02,703	73,072
V	Fencing „	20,482	10,037		14,919	6,065	54,721
VI	Electric telegraph „	1,567	...	63	584	...	...
VII	Ballast and permanent-way „	10,02,827	2,09,667	9,49,394	4,50,434	1,18,031	4,08,302
VIII	Stations and buildings „	1,84,408	51,175	3,68,235	95,015	1,70,772	61,755
IX	Colliery works . . . . . „	...	...	...	...	...	...
X	Plant „	12,079	6,672	8,490	7,544	6,735	3,822
XI	Rolling-stock . . . . . „	...	...	2,83,109	1,34,897	...	...
XII	General charges „	1,58,698	14,897	1,40,203	64,956	56,413	43,420
XIII	Exchange . . . . . „	...	...	...	...	...	...
XIV	TOTAL OF I TO XIII „	18,65,866	4,18,264	20,93,765	13,04,879	8,41,981	6,60,706
XV	Ferries, &c. . . . . „	...	...	...	...	...	...
XVI	Suspense „	9,730	...	19,072	1,943	9,101	...
XVII	Sundries „	73,759	...	1,165	...	...	...
XVIII	TOTAL items XV to XVII „	83,489	...	20,537	1,943	9,101	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV+XVIII) „	19,49,355	4,18,264	21,14,302	13,06,822	8,40,591*	6,60,706
XX	Amount paid in premia, etc. . . . . „	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

* Excluding Rs. 10,491 on account of receipts on capital account.

DIX II—continued.

Appendix II.
Capital outlay.

1901, distributed over main heads of expenditure.

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NIZAM'S GUARANTEED STATE RAILWAY.			MADRAS RAILWAY.							Items.
NIZAM'S GUARANTEED STATE.	BEZWADA EXTENSION	HYDERABAD-GODAVARI VALLEY.	MADRAS.		MADRAS (NORTH-EAST LINE).	KOLAR GOLD-FIELDS.	NILGIRI.	SHORANUR-COCHIN.		
10 (a)	10 (b)	10 (c)	11 (a)		11 (b)	11 (c)	11 (d)	11 (e)		
5' 6"	5' 6"	3' 3½"	5' 6"		5' 6'	5' 6"	3' 3½"	3' 3½"		
Open line.	Open line.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.		
330°13	20°58	391°42	829°75	31°09	497°22	9°88	16°90	64°83	(a)	
...	...	...	43°42	...	...	...	...	...	(b)
330°13	20°58	391°42	873°17	31°09	497°22	9°88	16°90	64°83	(c)	
2,30,30,382	...	...	...	...	...	...	18,04,448	...	I
1,36,924	...	...	...	...	...	...	...	...	2
1,94,00,161	...	...	...	...	...	...	...	...	3
{ 4,25,67,467 }	...	...	...	...	...	...	18,04,448	...	4
	11,51,678	2,44,37,419	12,54,06,515	59,44,864	6,07,27,375	11,20,330	30,69,806	50,82,279		
1,85,226	15,319	4,26,091	1,09,665	68,481	3,43,886	8,400	3,10,602	50,218	I	
...	47,109	...	...	...	14,79,238	19,102	...	...	II
15,57,791	1,69,533	32,74,634	3,96,52,139	7,58,946	53,21,526	3,40,573	6,95,524	6,41,776	III	
13,37,652	1,62,225	30,62,217		9,07,218	1,77,92,628		3,78,210	12,08,277	IV	
1,97,156	17,734	1,85,972	11,62,432	1,39,743	4,85,904	62,995	2,114	25,547	V	
...	...	...		354	3,684		...	...	VI
67,39,002	5,21,215	68,28,113	3,97,70,218	16,47,589	1,86,04,666	5,06,520	4,11,886	12,91,034	VII	
20,91,308	75,480	21,23,629	1,06,57,808	2,43,034	41,94,992	1,50,438	83,119	1,45,045	VIII	
...	...	...	...	...	...	...	...	...	IX
4,22,030	7,876	3,53,389	13,07,258	2,61,882	12,48,651	8,029	11,639	1,37,733	X	
47,82,430	20,384	24,04,142	1,66,07,340	6,21,954	66,57,517	...	5,15,922	66,564	XI	
11,04,421	1,17,275	17,24,057	1,25,09,732	4,15,994	38,53,074	...	3,09,127	2,78,177	XII	
...	...	...	...	...	...	...	...	...	XIII
1,84,17,016	11,51,678	2,03,82,244	12,17,76,592	50,65,195	5,99,85,766	10,96,057	27,18,143	38,44,371	XIV	
...	...	...	...	20,188	4,86,078	...	...	73,576	XV
9,83,145	...	6,88,097	36,29,923	8,59,481	2,55,531	24,273	...	11,64,333	XVI	
...	...	33,67,078	...	...	...	...	3,51,663	...	XVII
9,83,145	...	40,55,175	36,29,923	8,79,669	7,41,609	24,273	3,51,663	12,37,909	XVIII	
1,94,00,161	11,51,678	2,44,37,419	12,54,06,515	59,44,864	6,07,27,375	11,20,330	30,69,806	50,82,280	XIX	
2,31,67,306	...	...	...	...	...	...	18,04,448	...	XX

railway, i.e. for lines open and lines under construction, is shown in Appendix 7.

Appendix II.
Capital outlay.

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		BENGAL DOOARS.		DIBRU-SADIYA RAILWAY.		ASSAM-BENGAL.		NOAKHALI (BENGAL).	DEOGHUR.
NAME OF RAILWAY.				DIBRU-SADIYA.	LEDO AND TIKAK-MAR GHERITA COLLIERY.				
Classification Number.		12 (a) and (b)		13 (a)	13 (b)	14 (a)		14 (b)	15 (a)
Gauge.		3' 3½"		3' 3½"	3' 3½"	3' 3½"		3' 3½"	3' 3½"
Items.	Length of railway and main heads of expenditure.	Open line.	Under construction.	Open line.	Open line.	Open line.	Under construction.	Under construction.	Open line.
LENGTH OF LINE.									
(a)	Single track . . . Miles.	110'70	42'26	77'50	11'00	589'21	151'81	34'95	4'79
(b)	Double „ . . . „	...	...	...	...	...	3'43	...	...
(c)	TOTAL MILEAGE.	110'70	42'26	77'50	11'00	589'21	155'24	34'95	4'79
Outlay—									
1	Purchase of line . . . Rs.	...	...	...	...	...	...	...	...
2	Overdrawn Capital . „	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . . „	...	...	...	...	...	...	34,303	...
4	TOTAL outlay on railway to end of 1901—								
	Sum of 1 to 3 . . . Rs.	...	...	...	...	...	...	...	...
	„ XIX and XX . . . „	51,85,053	36,86,387	82,00,747	16,30,162	7,17,27,378	3,24,22,089	34,303	2,85,265
I	Preliminary expenses . . „	3,67,612	1,57,023	1,73,469	Details not available.	14,61,394	9,88,195	...	Details not available.
II	Land . . . . .	...	...	39,264		34,52,834	1,59,562	34,303	
III	Formation	5,25,926	3,60,388	12,07,260		1,77,54,424	2,05,05,253	...	
IV	Bridgework	4,44,558	7,81,808			1,02,14,587	37,08,970	...	
V	Fencing	15,297	1,766			12,29,826	2,930	...	
VI	Electric telegraph . . . „	...	...			...	...	...
VII	Ballast and permanent-way . „	16,54,608	3,77,163	18,66,476		1,37,01,666	22,03,087	...	
VIII	Stations and buildings . . „	4,12,681	1,23,117	2,44,732		59,43,706	1,02,224	...	
IX	Colliery works . . . . .	...	...	...		...	...	...
X	Plant	75,583	1,05,328	5,36,395		13,70,133	3,61,162	...	
XI	Rolling-stock	8,21,790	3,44,249	19,18,649	41,04,826	10,80,218	...		
XII	General charges	4,62,368	3,07,973	17,74,874	97,01,811	25,56,151	...		
XIII	Exchange . . . . .	...	...	...	...	...	...
XIV	TOTAL OF I TO XIII . . „	47,75,423	25,66,815	77,61,119	16,30,162	6,89,35,207	3,16,67,752	34,303	2,75,000
XV	Ferries, etc.	1,67,463	...	22,513	...	2,38,936	...	...	...
XVI	Suspense . . . . .	...	9,40,115	1,50,240	...	25,53,235	7,54,337	...	10,265
XVII	Sundries	2,42,167	1,79,457	2,66,875	...	...	...	...	...
XVIII	TOTAL items XV to XVII . „	4,09,630	11,19,572	4,39,628	...	27,92,171	7,54,337	...	10,265
XIX	GRAND TOTAL expenditure in construction of railway (XIV+XVII)	51,85,053	36,86,387	82,00,747	16,30,162	7,17,27,378	3,24,22,089	34,303	2,85,265
XX	Amount paid in premia, &c. . . . .	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

DIX II—continued.

Appendix II.
Capital outlay.

1901 distributed over main heads of expenditure.

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BENGAL AND NORTH-WESTERN RAILWAY.					ROHILKUND AND KUMAON RAILWAY.					Items.
BENGAL AND NORTH-WESTERN.		TIRHOOT.		SAGAU-LI-RAXAUL.	ROHILKUND AND KUMAON.		LUCKNOW-BAREILLY.		POWAYAN LIGHT.	
16 (a)		16 (b)		16 (c)	17 (a)		17 (b)		17 (c)	
3' 3½"		3' 3½"		3' 3½"	3' 3½"		3' 3½"		2' 6"	
Open line.	Under construction.	Open line.	Under construction.	Open line.	Open line.	Under construction.	Open line.	Under construction.	Open line.	
743'00	67'00	519'10	30'47	18'09	53'92	...	231'17	5'96	39'50	(a)
...	...	...	...	...	...	...	...	...	...	(b)
743'00	67'00	519'10	30'47	18'09	53'92	...	231'17	5'96	39'50	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
5,23,85,637	27,06,193	4,30,41,288	31,50,005	10,67,014	22,02,084	7,339	1,01,80,275	2,968	8,41,038	
5,25,52	1,37,212	2,17,428	...	59,158	90,660	7,339	1,62,700	...	...	I
...	...	26,14,175	4,262	...	2,277	...	2,54,729	...	...	5 II
36,17,574	36,479	35,74,417	...	88,576	1,28,276	...	5,68,117	...	10,409	III
99,85,812	14,74,839	55,10,085	25,95,619	2,61,626	1,53,337	...	7,82,135	...	16,211	IV
7,37,529	...	11,03,059	...	7,552	42,240	...	2,00,763	...	166	V
27,491	...	21,620	...	...	...	...	...	...	...	VI
1,46,66,066	11,334	1,16,27,917	4,657	3,54,179	8,98,385	...	37,50,731	2,849	64,134	VII
52,26,766	12,527	42,17,928	9,526	79,418	1,73,781	...	9,93,732	...	5,742	VIII
...	...	...	...	...	...	...	...	...	...	IX
15,13,278	3,82,726	9,58,070	1,40,389	23,275	49,817	...	2,42,718	...	4,520	X
81,09,622	...	80,67,521	...	...	4,76,786	...	21,75,954	...	1,17,493	XI
32,19,861	1,77,825	24,27,215	2,53,565	99,495	1,82,251	...	4,83,085	119	2,782	XII
...	...	7,04,770	...	...	...	...	42,150	...	...	XIII
4,76,28,521	22,32,943	4,10,74,205	30,05,018	9,73,279	21,97,860	7,339	96,62,814	2,968	2,21,462	XIV
21,23,419	...	8,33,951	...	...	...	...	68,933	...	...	XV
8,84,289	2,63,234	11,33,132	1,41,987	66,162	4,224	...	4,07,499	...	583	XVI
17,49,408	2,10,016	...	...	27,573	...	...	41,029	...	6,18,993	XVII
47,57,116	4,73,250	19,67,083	1,41,937	93,735	4,224	...	5,17,461	...	6,19,576	XVIII
5,23,85,637	27,06,193	4,30,41,288	31,50,005	10,67,014	22,02,084	7,339	1,01,80,275	2,968	8,41,038	XIX
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

Appendix II.

Capital outlay.

APPEN

Capital outlay on each railway to the close of the year

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		JODHPUR-BIKANER RAILWAY.				UDAIPUR-CIIITOR.	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY.			
NAME OF RAILWAY.		JODHPUR SECTION.	BIKANER SECTION.		JODHPUR-HYDERABAD (BRITISH SECTION).		BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR.	JAMNAGAR.	JETALSAR-RAJKOT.	DHRAN-GADRA.
Classification Number.		18 (a)	18 (b)		18 (c)	19 (a)	20 (a)	20 (b)	20 (c)	20 (d)
Gauge.		3' 3½"	3' 3½"		3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"	3' 3½"
Items.	Length of railway and main heads of expenditure.	Open line.	Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.
LENGTH OF LINE.										
(a)	Single track . . . Miles	454'94	157'35	88'00	123'98	67'30	333'84	54'28	46'23	20'83
(b)	Double „ . . . „	...	...	...	...	...	...	...	...	...
(c)	TOTAL MILEAGE . „	454'94	157'35	88'00	123'98	67'30	333'84	54'28	46'23	20'83
Outlay—										
1	Purchase of line . „	...	...	...	...	...	...	...	...	...
2	Overdrawn Capital . „	...	...	...	...	...	...	...	...	...
3	Expenditure incurred since purchase . „	...	...	...	...	...	...	...	...	...
4	TOTAL outlay on railway to end of 1901—									
	Sum of 1 to 3 . . . „	...	...	...	...	...	...	...	...	...
	„ XIX and XX . „	1,17,24,896	28,03,081	20,90,454	38,81,861	20,61,858	1,80,96,671	23,09,969	15,74,033	5,86,100
I	Preliminary expenses . „	82,042	18,383	6,605	59,058	7,729	1,19,442	18,973	14,238	5,813
II	Land „	1,621	2,325	...	36,657	...	63,889	...	15,369	685
III	Formation „	6,38,622	3,51,993	36,440	4,36,343	2,89,001	17,24,686	2,40,675	2,44,962	62,745
IV	Bridgework „	2,96,025	11,529	7,374	4,58,700	2,24,192	43,58,254	5,05,725	2,29,786	49,190
V	Fencing „	4,393	2,997	...	35,152	18,046	1,02,606	18,026	67,090	5,225
VI	Electric telegraph . . „	89,698	20,606	...	...	...	11,774	...	...	...
VII	Ballast and permanent way „	69,22,487	21,03,954	4,09,764	21,34,657	9,30,070	50,41,183	8,00,921	6,82,159	3,36,603
VIII	Stations and buildings . „	5,88,614	1,34,884	10,566	2,91,871	1,78,819	26,58,708	2,01,569	3,21,533	89,494
IX	Colliery works . . . „	...	...	...	...	...	...	...	...	...
X	Plant „	1,65,252	17,967	1,658	32,209	30,135	3,31,361	17,525	15,922	8,186
XI	Rolling-stock . . . „	26,92,177	99,368	4,84,118	7,377	2,72,419	24,06,297	3,97,314	...	3,772
XII	General charges . . . „	1,67,469	39,075	20,477	3,03,106	1,11,417	8,93,481	95,232	82,974	24,387
XIII	Exchange . . . . „	...	...	...	...	...	...	...	...	...
XIV	TOTAL OF I TO XIII . „	1,16,48,400	28,03,081	9,77,002	37,95,139	20,61,858	1,77,21,081	22,97,030	15,74,033	5,86,100
XV	Ferries, &c. . . . „	...	...	...	26,907	...	...	...	...	...
XVI	Suspense „	76,496	...	11,13,452	59,815	...	3,75,590	10,939	...	...
XVII	Sundries . . . . „	...	...	...	...	...	...	...	...	...
XVIII	TOTAL items XV to XVII „	76,496	...	11,13,452	86,722	...	3,75,590	10,939	...	...
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII) „	1,17,24,896	28,03,081	20,90,454	38,81,861	20,61,858	1,80,96,671	23,09,969	15,74,033	5,86,100
XX	Amount paid in premia, &c. . . . „	...	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each
 * Represents expenditure to 30th June 1901, as the statement of capital outlay during

DIX II—continued.

Appendix II.
Capital outlay.

1901 distributed over main heads of expenditure.

14 and 22 of Report.)

SOUTHERN MAHRATTÀ RAILWAY.							WEST OF INDIA PORTUGUESE.	Items.
SOUTHERN MAHRATTÀ.	MYSORE SECTION.	GUNTAKAL- MYSORE FRONTIER.	HINDUPUR (YESVANTPUR- MYSORE FRONTIER).	BIRUR- SHIMOGA.	KOLHAPUR.	MYSORE- NANJANGUD.	22 (a).	
21 (a).	21 (b).	21 (c).	21 (d).	21 (e).	21 (f).	21 (g).	22 (a).	
3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	3' 3 $\frac{3}{4}$ "	
Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
1,042'04	296'36	119'50	151'35	37'92	29'27	15'66	51'11	(a)
...	...	...	...	...	...	...	...	(b)
1,042'04	296'36	119'50	51'35	37'92	29'27	15'66	51'11	(c)
...	...	...	...	...	...	...	...	I
...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	4
9,84,64,118	1,60,14,879	59,02,583	24,94,729	24,01,338	23,24,807*	6,56,462	1,63,42,023	
10,90,895	2,93,374	59,327	64,092	17,627	13,858	15,210	90,501	I
11,67,787	1,59,216	28,457	25,337	20,837	30,119	10,884	...	II
1,91,85,490	24,44,208	7,83,933	5,48,788	5,30,662	2,68,591	1,41,447	61,41,566	III
1,87,19,754	21,27,219	20,32,586	5,47,041	4,50,458	11,22,548	98,923	24,48,329	IV
15,54,425	1,41,155	56,697	65,247	53,730	41,668	28,173	14,024	V
...	...	1,346	4,781	5,185	...	...	74,945	VI
2,17,36,813	51,00,237	18,23,247	8,61,630	7,89,547	4,91,136	2,52,931	14,76,949	VII
1,21,97,078	16,10,926	4,73,132	1,33,809	2,25,941	2,29,259	62,512	9,34,229	VIII
...	...	...	...	...	...	...	...	IX
30,37,015	3,63,311	29,866	35,845	43,369	7,059	6,102	2,89,007	X
1,15,30,771	24,98,845	...	...	...	...	...	7,47,167	XI
65,09,954	9,21,978	6,13,692	1,38,597	1,56,722	1,20,569	40,280	13,60,408	XII
4,91,090	...	...	...	...	...	...	...	XIII
9,72,21,072	1,56,62,460	59,02,583	24,25,168	22,94,078	23,24,807	6,56,462	1,35,77,125	XIV
...	...	...	...	...	...	...	25,27,572†	XV
12,43,046	3,52,410	...	69,561	1,07,260	...	...	2,37,326	XVI
...	...	...	...	...	...	...	...	XVII
12,43,046	3,52,410	...	69,561	1,07,260	...	...	27,64,898	XVIII
9,84,64,118	1,60,14,879	59,02,583	24,94,729	24,01,338	23,24,807	6,56,462	1,63,42,023	XIX
...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.
the 2nd-half of 1901 was not received from the Kolhapur Darbar at the time of closing the accounts.

† Represents outlay on Harbour works.

P. T. O.

Appendix II.

Capital outlay.

Capital outlay on each railway to the close of the year 1901

(Referred to in paragraphs

ADMINISTRATION BY WHICH WORKED.		SOUTH INDIAN RAILWAY.							BURMA.	
NAME OF RAILWAY.		SOUTH INDIAN.		TANJORE DISTRICT BOARD (MÁVARAM-MUTUPET).		KÁRAIK-KAL-PERLAM.	PONDICHERRY.	TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION).		
Classification Number.		23 (a).		23 (b).		23 (c).	23 (d).	23 (e).	24 (a).	
Gauge.		3' 3½".		3' 3½".		3' 3½".	3' 3½".	3' 3½".	3' 3½".	
Items.	Length of railway and main heads of expenditure.	Open line.	Under Construction.	Open line.	Under construction.	Open line	Open line.	Under construction.	Open line.	Under construction.
LENGTH OF LINE.										
(a)	Single track . . . Miles	1,033'63	150'66	54'08	44'86	14'65	7'85	57'94	1,165'70	164'78
(b)	Double „ . . . „	...	...	...	...	...	...	...	12 00	...
(c)	TOTAL MILEAGE . . .	1,033'63	150'66	54'08	44'86	14'65	7'85	57'94	1,177 70	164'78
Outlay—										
1	Purchase of line . . . Rs.	5,69,25,570	...	...	...	...	...	...	7,69,12,324	...
2	Overdrawn Capital . . . „	...	...	...	...	...	...	...	93,76,918	...
3	Expenditure incurred since purchase . . . „	2,58,31,870	63,54,637	...	...	...	...	...	2,23,84,955	1,12,48,211
4	TOTAL outlay on railway to end of 1901—									
	Sum of 1 to 3 . . . „	8,27,57,440 {		...	...	...	...	...	...	...
	„ XIX and XX . . . „			63,54,637	25,51,236	6,66,275	7,23,786	5,68,543	30,59,022	10,86,74,197
I	Preliminary expenses . . . „	10,11,868	1,68,144	16,171	18,120	4,250	Details not available.	1,18,178	21,65,663	3,63,627
II	Land	5,57,672	7,30,872	1,75,521	1,07,634	...		691	15,59,531	2,88,160
III	Formation	52,01,160	4,19,966	2,43,082	38,130	55,290		19,29,016	1,69,07,278	26,41,507
IV	Bridgework	1,44,26,178	7,56,167	8,45,608	64,294	72,427		4,69,116	1,72,27,880	16,16,633
V	Fencing	16,22,698	58,496	29,914	2,813	29,223		12,551	28,92,366	22,013
VI	Electric telegraph . . . „	1,05,147	...	2,634	6	186		...	9,238	...
VII	Ballast and permanent-way „	1,87,06,903	12,79,524	7,26,725	98,888	3,30,686		3,611	2,72,48,502	26,97,906
VIII	Stations and buildings . . . „	80,80,000	95,643	2,24,634	12,736	1,08,538		10,483	98,08,001	2,48,565
IX	Colliery works . . . . .	...	...	...	...	...		...	...	...
X	Plant	17,49,625	23,892	14,623	1,706	8,863		35,313	18,07,918	1,88,301
XI	Rolling-stock	1,26,44,006	...	...	...	...		...	1,46,90,332	6,12,333
XII	General charges	79,97,301	6,49,658	2,72,324	73,397	1,14,837		4,32,501	93,78,679	10,37,166
XIII	Exchange	2,42,360	...	...	...	...		...	12,50,610	...
XIV	TOTAL OF I TO XIII . . .	7,23,14,954	41,82,362	25,51,236	4,17,724	7,24,370	5,68,543	30,11,460	10,49,52,998	97,18,211
XV	Ferries . . . . .	...	...	...	...	...	...	...	7,06,446	1,30,000
XVI	Suspense	25,65,518	21,82,644	...	2,49,644	...	...	50,906	30,14,753	14,00,000
XVII	Sundries	11,18,280	—10,369	...	—1,093	—584	...	—3,344	...	...
XVIII	TOTAL items XV to XVII . .	36,83,798	21,72,275	...	2,48,551	—584	...	47,562	37,21,199	15,30,000
XIX	GRAND TOTAL expenditure in construction of railway (XIV + XVIII)	7,60,28,752	63,54,637	25,51,236	6,66,275	7,23,786	5,68,543	30,59,022	10,86,74,197	1,12,48,211
XX	Amount paid in premia, &c. „	67,28,688	...	...	...	...	...	...	...	...

NOTE.—The total outlay borne against the capital account of each

DIX II—concluded.

Appendix II.
Capital outlay.

distributed over main heads of expenditure.

14 and 22 of Report.)

MORVI.		BARS LIGHT.	TARAKES- WAR- MAGRA.	RANAGHAT- KRISH- NAGAR.	TEZPUR- BALIPARA.	DARJEELING- HIMALAYAN.	HOWRAH- AMTA.	HOWRAH- SHEA- KHALA.	JORHAT.	Items.
25 (a).		26 (a).	27 (a).	28 (a).	29 (a).	30 (a).	31 (a).	32 (a).	33 (a).	
2' 6".		2' 6".	2' 6".	2' 6".	2' 6".	2' 0".	2' 0".	2' 0".	2' 0".	
Open line.	Under construction.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	Open line.	
94'35	...	21'59	31'12	20'25	20'10	51'00	28'69	19'75	30'25	(a)
...	...	...	...	...	...	...	...	...	...	(b)
94'35	...	21'59	31'12	20'25	20'10	51'00	28'69	19'75	30'25	(c)
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4
25,16,051	2,43,401	12,99,589	9,72,175	7,51,157	4,87,240	34,78,411	11,96,697	6,09,446	9,01,038	
18,134	5,932	1,51,296	297	...	1,969	72,000	...	...	388	I
1,671	1	22,151	90,979	123	10,656	33,623	59,423	10,467	6,131	II
6,99,377	1,82,629	26,623	60,904	...	...	8,92,399	...	...	81,470	III
...	18,249	71,204	1,45,822	...	51,576	...	...	...	65,245	IV
...	120	13,065	5,856	...	...	...	...	...	2,999	V
...	...	...	56	...	...	...	...	...	...	VI
11,24,314	5,880	3,04,740	4,02,772	5,20,637	1,65,884	7,11,260	5,95,966	3,59,270	3,33,702	VII
65,316	...	1,41,170	33,382	47,238	25,513	5,45,502	76,277	32,489	89,452	VIII
...	...	...	...	...	...	...	...	...	...	IX
14,605	4,018	13,857	18,426	38,274	30,709	75,270	74,897	42,395	59,994	X
4,19,704	...	4,54,053	1,87,355	1,44,885	1,60,417	5,52,000	3,90,134	1,64,825	1,84,158	XI
1,02,847	26,572	1,01,430	...	...	40,516	4,29,203	...	...	41,248	XII
...	...	...	...	...	...	...	...	...	...	XIII
24,43,968	2,43,401	12,99,589	9,54,849	7,51,157	4,87,240	33,11,257	11,96,697	6,09,446	8,64,787	XIV
...	...	...	...	...	...	...	...	...	...	XV
72,083	...	...	17,326	...	...	1,67,154	...	...	39,924	XVI
...	...	...	...	...	...	...	...	...	-3,673	XVII
72,083	...	...	17,326	...	...	1,67,154	...	...	36,251	XVIII
25,16,051	2,43,401	12,99,589	9,72,175	7,51,157	4,87,240	34,78,411	11,96,697	6,09,446	9,01,038	XIX
...	...	...	...	...	...	...	...	...	...	XX

railway, i.e., for lines open and lines under construction, is shown in Appendix 7.

APPENDICES
of
STATISTICS.

Appendix 12. General results.

APPEN

General results
Indian Railways
(Referred to in paragraphs

GENERAL RESULTS

Calendar year.	Total mileage open on 31st December.	Total Capital outlay in thousands of rupees.	Gross Earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
				Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5	6
1897	21,123	2,82,12,04	25,60,11	12,47,73	48.74
1898	22,048	2,92,81,13	27,45,59	13,01,99	47.42
1899	23,528	3,09,21,92	29,41,25	13,96,22	47.47
1900	24,760	3,30,27,14	31,59,65	15,12,91	47.88
1901	25,373	3,40,15,98	33,65,79	15,75,64	46.81

GROSS EARNINGS IN THOUSANDS

Calendar year.	COACHING TRAFFIC.							Goods		
	1st Class.	2nd Class.	Intermediate Class.	3rd Class.	Season and vendors' tickets.	Other Coaching Traffic.	Total Coaching Traffic (sum of 17 to 22).	Total Goods Traffic (sum of 25 to 29).	General Merchandise.	Coal and coke for the public and foreign railways.
16	17	18	19	20	21	22	23	24	25	26
1897	29,27	43,91	49,56	6,32,80	6,59	1,23,96	8,86,09	15,88,89	13,14,54	1,47,51
1898	31,24	45,28	49,49	6,25,51	7,15	1,10,29	8,68,96	17,88,62	14,88,25	1,74,71
1899	31,52	46,97	52,08	6,70,81	8,01	1,13,19	9,22,58	19,23,65	16,09,45	1,80,49
1900	31,83	47,07	56,03	7,51,67	8,47	1,31,37	10,26,44	20,40,90	16,92,15	2,11,83
1901	32,78	52,43	64,39	8,48,25	9,32	1,34,71	11,41,88	21,27,35	17,16,49	2,35,09

Number of passengers and quantity of goods carried, the average distance

		Number of passengers and quantity of goods carried, the average distance carried and											
		PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE DISTANCE CARRIED AND											
Calendar year.	Total mileage open on 31st December.	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
		No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.	No.	Average distance carried.	Average rate charged in pies.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1897	21,123	485	75.59	12.28	2,242	50.25	4.87	4,865	61.64	3.10	132,215	38.48	2.27
1898	22,048	611	74.67	12.40	2,253	48.22	4.93	5,073	58.53	3.13	131,512	37.58	2.29
1899	23,528	526	71.78	12.59	2,352	43.90	5.32	5,233	60.56	3.07	140,321	37.58	2.30
1900	24,760	521	74.65	12.5	2,285	44.04	5.49	5,703	58.93	3.11	153,954	39.16	2.31
1901	25,373	532	92.82	12.75	2,405	76.27	5.49	6,670	59.94	3.09	170,416	41.27	2.31

* Excludes railways wholly

† Including season and vendors' tickets from 1897 to 1900.

‡ In the several classes up to 1900.

§ "Miscellaneous train-mileage."

¶ "Miscellaneous train-mileage" include Steam-boat, Contribution to Provident Fu

* Excludes railways wholly including season and vendors' tickets from 1897 to 1900.

† This column represents the percentage of net earnings on capital outlay, but does

‡ Including the several classes up to 1900.

§ Included in the several classes up to 1900.

¶ Includes miscellaneous train-mileage.

‡ "Other expenses" include Steam-boat, Contribution to Provident Fund

DIX 12.

Appendix 12.
General results.

of working
treated as one System.

23, 27, 31, 39, 40, 47 and 50 of Report.)

OF WORKING.

NET EARNINGS.		PER MILE WORKED. (EXCLUDING STEAM-BOAT.)			PER TRAIN-MILE. (EXCLUDING STEAM-BOAT.)			Calendar year.
Amount in thousands of rupees.	Percentage on Capital outlay.†	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	Gross Earnings in rupees.	Working Expenses in rupees.	Net Earnings in rupees.	
7	8	9	10	11	12	13	14	15
13,12,38	4.65	12,402	6,027	6,375	3.66	1.78	1.88	1897
14,43,60	4.93	12,721	6,018	6,703	3.82	1.81	2.01	1898
15,45,03	5.00	12,806	6,067	6,739	3.79	1.80	1.99	1899
16,46,74	4.99	13,025	6,217	6,808	3.73	1.78	1.95	1900
17,90,15	5.26	13,253	6,190	7,063	3.80	1.77	2.03	1901

OF RUPEES.

WORKING EXPENSES IN THOUSANDS OF RUPEES.

TRAFFIC.			Electric tele- graph.	Steam- boat and sun- dries.							Calendar year.
Military Stores.	Revenue stores, in- cluding coal and material for construc- tion.	Miscella- neous.			Engineer- ing.	Locomo- tive.	Carriage and wagon.	Traffic.	General.	Other Expenses. ‡	
27	28	29	30	31	32	33	34	35	36	37	38
23.68	75.53	27.63	8.12	77.01	3,24,18	4,05,28	1,14,93	2,10,79	1,33,23	59,32	1897
21.19	81.38	23.09	7.49	80.52	3,14,03	4,30,03	1,33,66	2,20,88	1,36,65	66,74	1898
13.13	94.11	26.47	8.70	86.32	3,42,84	4,71,87	1,34,19	2,31,96	1,42,58	72,78	1899
13.78	92.27	30.87	7.93	84.38	3,62,14	5,27,20	1,38,81	2,51,04	1,47,65	86,07	1900
15.02	96.41	64.34	7.49	89.07	3,56,33	5,59,71	1,52,27	2,65,44	1,58,07	83,82	1901

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.			Calendar year.
SEASON AND VEN- DORS' TICKETS.			TOTAL NO. OF PAS- SENGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train- mileage. (††).	Tonnage carried (in thousands).	Average distance carried.	Average rate charged in pies.	
No.	Aver- age dist- ance car- ried.	Aver- age rate charg- ed in pies.	No.	Average distance carried.								
15	16	17	18	19	20	21	22	23	24	25	26	27
10,777	**	**	150,584	39'22	16,301	24,215	26,676	69,494	33,926	141'29	6'36	1897
12,117	**	**	151,566	38'53	16,620	28,037	25,449	71,520	36,354	157'11	6'01	1898
13,288	**	**	161,720	38'48	17,039	30,612	26,879	77,207	40,592	151'92	5'99	1899
13,845	**	**	176,308	40'09	18,114	34,252	28,827	84,193	43,739	151'96	5'90	1900
14,726	8'63	1'41	194,749	40'42	19,701	34,274	31,561	88,265	44,142	159'99	5'78	1901

under construction, vide paragraph 14 of Report.

not represent the gain or loss to the State, for which information Appendix 7 should be consulted.

and Special and Miscellaneous expenditure.

Appendix 13. Earnings by systems.

Gross earnings in thousands of rupees

(Referred to in paragraphs

N.B.—A reference to Appendix 2 will furnish the key to

Gauge.		5' 6"																			
Class: No.	1	2			3	4		5	6	7			8			9			10		
	E. I.	E. B. SYSTEM.			B. C.	B. N. (a) & (b)*	E. C.	P. T. †	O. & R.	NORTH WESTERN SYSTEM.			G. I. P. SYSTEM.			B., B. & C. I. SYSTEM			Niz.'s G. STATE SYSTEM.		
		5' 6" gau- go.	Other gau- ges.	Total.						Com- mercial section.	Mili- tary section.	Total.	G. I. P. (a) to (c)	I. M. (d) to (h)	Total.	B. B. & C. I. (a) to (e) & (i) & (l)	R. M. (f) to (j).	Total.	Niz.'s (a) & (b)	H. G. V. (c)	
Calen- dar year.																					
PASSENGER TRAFFIC.																					
1897	1,59 01	24,82	19,37	44,19	6,19	12,29	13,56	...	32,35	87,99	10,73	98,72	62,48	19,41	81,89	38,33	55,99	91,32	7,71	...	
1898	1,68 09	25,44	20,18	45,62	6,11	12,04	13,18	...	36,90	97,18	11,01	1,08,19	54,64	20,18	74,82	31,41	57,59	89,00	7,22	...	
1899	1,72 54	26,90	20,97	47,87	6,20	19,47	19,92	...	38,48	99,59	11,40	1,10,85	63,60	21,13	84,73	43,22	61,07	1,04,29	7,56	9	
1900	1,84 94	27,02	25,19	52,21	6,59	30,46	24,06	...	42,84	1,06,24	11,87	1,18,11	67,61	21,55	89,16	48,23	58,74	1,07,02	7,83	9,20	
1901	1,96 91	28,16	25,42	53,58	7,12	53,98	***	...	51,49	1,16,60	13,44	1,30,04	81,42	25,04	1,06,46	51,18	68,55	1,19,73	8,06	7,22	
PARCELS AND LUGGAGE.																					
1897	15,91	2,55	1,81	4,36	46	1,20	46	...	2,44	13,94	1,95	15,89	11,96	2,56	14,52	6,15	6,69	12,84	86	...	
1898	14,50	2,34	1,71	4,05	61	1,11	50	...	2,47	10,52	1,34	11,86	12,86	2,51	15,37	6,23	6,26	12,49	92	...	
1899	15,34	2,58	1,94	4,82	58	1,42	85	...	2,61	8,78	1,20	9,98	14,14	3,34	17,48	5,93	5,62	11,55	91	1	
1900	18,41	3,31	2,30	5,61	49	2,89	1,45	...	3,20	9,82	1,42	11,24	15,51	3,30	18,81	6,43	5,96	12,83	98	21	
1901	18,10	3,30	2,30	5,60	52	3,55	***	...	3,58	11,21	1,45	12,66	14,89	3,03	17,92	6,65	6,06	12,71	104	49	
GOODS TRAFFIC.																					
1897	4,13 21	57,21	31,85	89,06	3,86	42,33	11,35	3,52	42,66	1,81,23	19,23	2,00,56	2,02,94	39,14	2,42 08	97,54	1,30,24	2,27,78	23,21	...	
1898	4,16 02	54,25	33,31	87,56	2,54	48,05	11,76	3,65	49,49	2,46,46	17,39	2,63,85	2,74,62	41,94	3,16,56	1,18,50	1,58,57	2,77,07	31,45	...	
1899	4,47 26	55,11	37,63	92,74	3,38	63,64	20,54	3,83	57,89	2,23,35	16,65	2,40,00	2,72,16	51,76	3,23,92	1,28,17	1,93,45	3,21,62	34,22	53	
1900	4,79 03	60,16	43,11	1,03,27	5,26	91,62	32,03	4,38	55,74	1,78,38	17,59	1,95,97	2,52,59	64,60	3,37,19	1,32,11	2,28,06	3,60 17	42,56	6,76	
1901	4,91 23	57,07	41,17	98,24	4,52	65,79	***	3,68	66,27	2,73,05	21,59	2,94,64	3,13,28	68,59	3,81,87	1,08,34	2,02,91	3,11,25	32,87	10,87	
ELECTRIC TELEGRAPH.																					
1897	1,00	24	17	41	2	20	12	...	29	99	18	1,17	84	22	1,06	54	81	1,35	21	...	
1898	1,00	19	14	33	2	17	11	...	27	84	11	98	70	22	92	48	77	1,25	18	...	
1899	1,16	19	16	35	2	24	16	...	30	87	15	1,02	79	34	1,18	62	97	1,59	20	...	
1900	96	19	16	35	2	26	16	...	29	84	15	99	72	27	99	55	82	1,37	16	6	
1901	88	18	15	33	2	28	***	...	33	97	16	1,13	68	21	89	45	61	1,09	17	8	
TOTAL GROSS EARNINGS. **																					
1897	6,07 14	69,35	58,91	1,48 26	11,38	62,00	28,57	3,94	85,16	3,04,50	34,96	3,39,46	2,83,32	64,15	3,52 80	1,46,57	1,99,99	3,46,56	37,77	...	
1898	6,17 18	66,81	61,10	1,47 91	10,25	63,79	27,67	4,23	98,52	3,68,25	31,47	3,99,72	3,53,23	67,83	4,21 03	1,62,67	2,23,52	3,91,19	40,77	...	
1899	6,55 07	90,53	67,45	1,57 98	11,40	90,73	43,42	4,47	1,11 39	3,44,93	30,68	3,75,61	3,62,54	79,88	4,42 42	1,82,07	2,67,26	4,40,33	44,23	63	
1900	7,06 48	96,16	78,78	1,74 94	13,33	1,29,75	60,48	5,83	1,16 76	3,08,46	32,41	3,40 87	3,46,32	1,13 17	4,59 49	1,88,92	2,99,16	4,88 08	52,69	10,63	
1901	7,30 48	94,44	76,49	1,70 92	14,05	1,20 78	***	5,41	1,24 68	4,14,73	38,17	4,52,90	4,18,15	1,00,02	5,19,17	1,70,58	2,84,69	4,55,27	43,55	20,10	
NET EARNINGS.																					
1897	4,21 74	47,82	33,50	81,02	4,90	29,79	8,60	1,49	36,97	1,52,38	2,18	1,54,56	1,01,77	28,29	1,30 06	65,96	1,04,06	1,70,02	19,95	...	
1898	4,18 02	50,47	35 13	83,46	3,68	33,64	6,51	1,49	53,08	1,96,93	—40	1,96,53	1,50,03	30,26	1,80 29	83,08	1,29,53	2,17,63	23,70	...	
1899	4,37 30	45,50	38,11	84,01	4,42	47,21	15,15	1,93	60,77	1,78,90	—7,19	1,71,71	1,67,15	31,47	2,01 62	96,31	1,52,78	2,49,09	26,87	36	
1900	4,60 79	50,24	44,39	91,63	5,50	77,13	26,55	1,73	56,72	1,46,61	—2,47	1,44,14	1,61,14	59,53	2,20 67	83,33	1,64,35	2,52,68	30,81	4,21	
1901	4,72 67	46,37	39,47	85,84	6,43	61,49	***	2,22	73,26	2,23,33	—44	2,22,94	2,17,30	51,04	2,68,34	94,67	1,53,12	2,47,79	28,05	9,23	

† Open only for goods traffic. ‡ Excluding Pondicherry railway.

* Excludes Parlakimedi Light railway, as the line

‡ Excluding Hardwar-Dehra railway, for which

*** Total gross earnings** include earnings from steam

*** Transferred partly to the Bengal-Nagpur railway and partly

NOTE.—For net earnings of individual

NOTE.—For earnings per mile worked and per

DIX 13.

Appendix 13.
Earnings by systems.

of each Railway Administration.

23, 24, 25, 27, 31, and 47 of Report.)

the code letters used to express railway systems.

5' 6"		3' 8 1/2"												2' 6"					2' 0"				Gange.		
11		12	13	14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class: No.
MADRAS SYSTEM.		B. D.	D. S.	A. B.	Deo gh ur.	B. & N. W.	R. K. SYSTEM.		J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	Bur- ma.	M.R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	Jor- hat	Calen- dar year.
Mad- ras. (a) to (c)	Nil- giri (d)						R. and K. (a) & (b)	P. L. (c)																	

PASSENGER TRAFFIC.

40,02	...	39	1,15	5,07	26	21,84	4,62	...	4,57	82	9,75	27,12	41	49,27	41,81	2,26	18	...	...	...	2,25	...	...	10||	1897
34,91	...	42	1,11	6,83	27	23,04	5,23	...	4,58	85	8,57	18,12	36	43,36	41,73	2,06	17	67||	...	32||	2,25	1,83	67	12	1898
30,14	40	46	1,16	8,58	29	25,85	5,44	...	5,17	90	9,87	16,55	45	41,93	41,01	2,19	19	58	45||	37	2,06	2,38	69	12	1899
35,27	84	53	1,28	9,07	31	29,45	5,57	...	4,56	82	9,28	25,16	49	47,73	48,72	2,16	23	67	67	39	2,20	2,39	70	12	1900
53,82	94	83	1,17	10,81	42	37,95	6,93	37	8,41	95	9,81	27,03	50	51,70	51,03	2,27	26	69	65	27	2,53	2,38	72	15	1901

PARCELS AND LUGGAGE.

4,93	...	6	10	19	...	86	41	...	37	4	43	2,25	...	1,61||	1,14	14	2	...	...	...	55	...	...	...	1897
4,73	...	7	10	31	...	87	44	...	38	4	48	2,19	...	1,71	1,33	16	2	...	...	...	72	...	...	...	1898
4,54	8	7	12	40	...	90	26	...	34	5	50	2,19	...	1,71	1,32	15	2	...	...	...	59	...	...	...	1899
5,04	22	8	12	42	...	1,18	49	...	41	5	50	2,62	...	1,86||	1,55	15	2	...	...	...	61	...	...	...	1900
5,96	28	11	11	43	1	1,42	54	1	64	5	42	2,67	6	2,03	1,82	14	2	2	2	...	74	1	...	...	1901

GOODS TRAFFIC.

63,66	...	2,27	6,40	4,24	4	23,29	5,66	...	6,86	34	9,71	61,73	81	40,04	41,76	1,30	85	...	...	...	4,43	...	...	85	1897
66,52	...	1,96	6,67	5,36	5	32,49	7,28	...	8,04	51	10,01	48,85	1,11	39,00	44,53	1,36	1,09	6	...	49	4,32	5	4	83	1898
69,05	35	2,03	7,42	6,47	4	41,44	8,99	...	14,62	1,09	11,09	54,24	3,43	41,99	43,00	1,67	1,32	6	1	52	4,27	11	4	83	1899
69,27	61	2,49	7,70	6,72	4	40,07	8,50	...	12,64	2,26	12,85	55,89	1,77	39,73	57,07	1,74	97	9	2	50	5,01	15	5	73	1900
97,21	1,10	3,41	8,18	8,80	5	47,17	9,08	29	12,53	1,17	7,90	49,58	1,93	47,74	62,73	1,01	1,38	11	1	45	4,35	21	6	67	1901

ELECTRIC TELEGRAPH.

20	...	...	11	13	...	33	7	...	29	1	18	38	...	722	27	6	...	...	...	...	4	...	...	...	1897
17	...	...	11	12	...	29	7	...	30	1	16	37	...	22	29	5	...	...	...	1	3	...	...	...	1898
17	...	...	10	14	...	33	10	...	43	1	21	38	...	22	28	7	...	...	...	2	4	...	...	1	1899
15	...	1	11	13	...	31	8	...	41	2	18	29	...	25	26	7	...	...	...	2	3	...	...	...	1900
21	...	1	11	15	...	34	8	...	33	1	14	24	6	25	27	4	...	...	...	2	3	...	...	...	1901

TOTAL GROSS EARNINGS.**

1,17,38	...	2,86	8,20	9,91	30	59,94	12,51	...	12,40	1,23	21,11	94,08	1,80	94,84	86,76	4,27	1,08	...	...	...	7,44	...	...	96	1897
1,09,69	...	2,69	8,37	13,08	32	64,76	14,96	...	13,60	1,44	20,04	71,70	2,21	87,65	89,91	3,76	1,30	74	...	86	7,55	1,90	76	96	1898
1,07,73	84	2,73	9,22	16,20	33	77,83	17,38	...	20,84	2,11	22,43	75,87	5,72	87,90	88,26	4,20	1,56	66	46	95	7,15	2,51	73	96	1899
1,13,39	1,76	3,49	9,67	17,10	35	80,47	16,91	...	18,22	3,18	23,63	86,89	3,34	91,95	1,10,30	4,23	1,24	77	69	96	8,09	2,56	76	87	1900
1,62,73	2,41	4,87	9,99	21,34	48	97,21	17,57	67	22,38	2,22	18,96	81,12	3,63	1,05,26	1,18,85	3,59	1,68	83	69	84	7,68	2,61	79	83	1901

NET EARNINGS.

60,97	...	1,45	2,55	72	11	33,70	5,08	...	8,11	43	9,32	40,42	-1,00	44,21	38,82	2,11	22	...	...	...	3,40	...	...	14	1897
55,51	...	1,15	2,87	54	7	36,67	7,24	...	8,09	62	8,28	21,89	-1,10	39,33	37,88	1,64	24	21	...	20	3,48	79	21	20	1898
50,97	20	1,18	4,71	3,23	6	41,51	8,69	...	12,72	1,05	10,79	24,44	164	40,95	35,79	1,70	65	12	8	26	2,57	1,13	21	-6	1899
54,37	1,01	1,94	4,81	3,64	7	40,89	8,76	...	10,13	1,86	11,75	30,60	-66	45,29	48,95	1,59	42	21	19	26	3,62	1,23	27	-15	1900
79,09	1,38	2,45	4,85	4,56	18	53,87	9,63	20	9,94	94	8,10	23,97	-46	55,97	49,69	1,26	79	25	15	17	3,14	1,15	24	-4	1901

was opened from the 22nd April 1901 only.

information is not available. || Total coaching traffic. ¶ Excluding Karaikkal-Peralam and Pondicherry railways.

boat and other items not shown in details above.

to the Madras railway from the 1st January 1901.

railways, see Appendix 7.

train-mile, see Appendices 22 and 23.

Appendix 14. Number of Passengers.

Number of passengers carried by each railway, and average
(Referred to in paragraphs

5' 6" GAUGE.															
GAUGE.															
CLASS: No.	1			2			3			4					
Railway.	EAST INDIAN.			EASTERN BENGAL STATE.			BENGAL CENTRAL			BENGAL-NAGPUR SYSTEM.					
										BENGAL-NAGPUR. (a)			RAIPUR-DHAMTARI. (b)		
Calendar year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.															
1897 . . .	61.6	120'60	15'23	45.2	55'41	13'32	2.6	43'92	9'65	6.9	74'37	13'85	...	...	...
1898 . . .	64.2	124'42	15'24	44.6	51'76	13'29	2.9	37'82	9'72	6.0	103'08	13'55	...	...	...
1899 . . .	66.0	120'23	15'63	47.6	50'61	12'89	2.8	39'12	12'00	6.6	112'13	13'59	...	...	...
1900 . . .	64.8	121'44	15'16	45.0	51'53	13'61	2.3	43'22	14'00	8.6	187'42	13'66	...	...	...
1901 . . .	64.2	130'27	14'68	42.4	52'06	13'85	1.9	44'27	14'55	11.4	135'19	15'07	1	34'45	17'00
2ND CLASS PASSENGERS.															
1897 . . .	174.8	124'53	6'36	119.4	49'78	6'12	28.4	27'84	4'85	14.2	83'16	5'65	...	...	...
1898 . . .	185.1	118'96	6'43	137.2	46'34	6'21	36.0	26'93	4'85	16.3	77'88	5'85	...	...	...
1899 . . .	186.9	111'14	6'76	132.0	47'92	6'25	23.9	29'03	6'09	21.2	79'51	5'78	...	...	...
1900 . . .	185.8	122'14	6'54	126.5	47'33	6'59	23.3	22'97	7'32	25.4	77'55	8'18	...	...	...
1901 . . .	197.5	135'40	6'16	126.8	52'13	6'48	19.5	30'35	7'35	38.6	140'78	6'17	1	34'60	7'16
INTERMEDIATE CLASS PASSENGERS.															
1897 . . .	1,154.1	54'47	3'32	836.1	33'41	3'01	84.8	36'98	3'34	10.5	47'31	2'88	...	...	...
1898 . . .	1,301.1	52'94	3'29	919.5	31'42	3'00	48.9	37'84	3'26	18.9	43'80	2'82	...	...	...
1899 . . .	1,314.9	52'26	3'33	946.7	29'07	3'01	48.5	34'19	3'50	27.4	52'87	2'83	...	...	...
1900 . . .	1,431.9	52'39	3'28	982.8	28'22	3'05	53.4	32'28	3'48	36.7	64'52	2'93	...	...	...
1901 . . .	1,539.8	57'87	3'31	991.5	31'59	2'99	61.4	37'96	3'47	163.7	67'49	3'23	1.5	33'18	3'00
3RD OR LOWEST CLASS PASSENGERS.															
1897 . . .	15,731.1	60'69	2'51	9,103.3	29'70	2'30	1,433.7	22'74	2'93	2,018.8	52'52	2'00	...	...	...
1898 . . .	16,667.2	60'48	2'51	9,114.0	30'70	2'50	1,482.6	21'90	2'94	2,136.7	48'15	1'99	...	...	...
1899 . . .	17,367.6	56'75	2'51	9,929.0	29'95	2'50	1,514.8	22'43	2'97	2,815.0	60'72	1'68	...	...	...
1900 . . .	18,737.5	59'80	2'51	10,947.8	30'15	2'50	1,539.9	22'41	3'00	3,585.4	71'68	2'11	...	...	...
1901 . . .	20,627.4	62'45	2'46	11,891.0	31'22	2'44	1,610.5	24'79	3'00	5,171.1	71'84	2'25	85.5	30'00	2'00
SEASON AND VENDORS' TICKETS.															
1897 . . .	1,107.2	...	...	735.5	9'23	2'75	107.1	...	...	61.6	...	...	...	...	...
1898 . . .	1,173.7	...	...	788.9	2'55	9'78	142.6	...	...	88.6	...	...	...	...	...
1899 . . .	1,231.1	...	...	847.4	9'51	2'74	141.5	...	...	66.7	...	...	...	...	...
1900 . . .	1,307.8	...	...	863.8	9'19	2'73	164.2	...	...	37.7	...	...	...	...	...
1901 . . .	1,446.2	11'32	1'82	1,219.9	10'36	2'51	192.2	5'68	3'05	50.2	8'86	1'80	...	...	...
TOTAL OF ALL CLASSES.															
1897 . . .	18,228.8	61'17	2'74	10,839.5	28'02	2'71	1,656.6	23'68	3'03	2,123.2	52'73	2'11	...	...	...
1898 . . .	19,394.3	60'79	2'73	11,004.2	29'32	2'73	1,713.0	22'57	3'03	2,246.5	48'46	2'12	...	...	...
1899 . . .	20,156.5	60'01	2'73	11,902.7	28'76	2'70	1,731.5	22'95	3'03	2,936.9	60'88	2'09	...	...	...
1900 . . .	21,727.8	60'07	2'72	12,565.9	28'85	2'65	1,783.1	22'79	3'11	3,693.8	72'02	2'20	...	...	...
1901 . . .	23,875.1	59'87	2'64	13,271.6	29'61	2'62	1,885.5	23'35	3'11	6,021.0	71'34	2'40	87.0	30'06	2'04
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1897 . . .	...	0'72	...	...	1'12	...	...	1'45	...	...	1'49	...	...	...	...
1898 . . .	...	0'73	...	...	1'13	...	...	1'49	...	...	1'76	...	...	...	...
1899 . . .	...	0'75	...	...	1'25	...	...	1'43	...	...	1'09	...	...	...	...
1900 . . .	...	0'76	...	...	1'24	...	...	1'23	...	...	0'74	...	...	...	...
1901 . . .	...	0'76	...	...	0'77	...	...	1'05	...	...	1'06	...	...	1'38	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
1897 . . .	...	2'02	...	...	1'58	...	...	1'58	...	...	0'62	...	...	...	...
1898 . . .	...	2'00	...	...	1'56	...	...	1'54	...	...	0'36	...	...	...	...
1899 . . .	...	1'98	...	...	1'43	...	...	1'60	...	...	1'00	...	...	...	...
1900 . . .	...	1'56	...	...	1'43	...	...	1'88	...	...	0'46	...	...	...	...
1901 . . .	...	1'88	...	...	1'85	...	...	2'06	...	...	1'56	...	...	0'73	...

N.B.—1. Except in the case of Eastern Bengal State railway, the average distance and average rate for season

2. Excludes Calcutta Port Commissioners' railway which is open for goods traffic only.

* Excludes Cooch Behar (2' 6" gauge) railway.

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report.)

5' 6" GAUGE—continued.															GAUGE.
			6			7			8						CLASS: No.
EAST COAST STATE.			OUDH AND ROHILKHAND STATE.			NORTH WESTERN STATE. (a) to (f).			GREAT INDIAN PENINSULA SYSTEM.						Railway.
									GREAT INDIAN PENINSULA. (a) to (c).			INDIAN MIDLAND. § (d) to (h).			
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
1ST CLASS PASSENGERS.															
4,6	44'02	17'78	21,3	90'13	11'15	54,8	132'47	10'51	62,3	89'48	10'71	12,1	174'08	10'40	1897
4,8	53'35	17'11	22,5	90'75	11'26	154,3	51'29	10'42	69,6	87'30	10'72	11,1	197'83	10'41	1898
6,8	91'54	15'9	22,0	93'20	11'37	52,6	116'12	10'89	72,8	87'18	10'95	11,9	186'02	10'80	1899
7,2	130'11	15'21	29,1	87'14	11'52	48,2	135'33	10'72	67,9	88'12	10'96	11,2	175'95	10'86	1900
†	†	†	28,9	89'69	11'45	53,6	132'66	10'37	69,7	131'51	10'94	12,2	175'18	11'35	1901
2ND CLASS PASSENGERS.															
15,2	23'91	8'57	68,4	98'96	4'58	187,4	123'14	4'18	321,4	53'67	3'72	43,5	161'84	4'35	1897
13,7	29'21	8'84	72,3	93'12	4'13	196,2	157'62	3'75	349,1	45'74	3'72	45,8	169'89	4'36	1898
22,7	56'55	7'56	68,8	86'46	5'36	173,6	106'43	4'61	366,7	41'55	4'14	43,1	156'46	4'58	1899
23,8	70'22	6'79	91,4	86'18	5'31	170,5	106'43	4'84	325,0	36'62	4'14	37,3	150'62	5'26	1900
†	†	†	105,2	84'58	5'24	188,8	120'09	4'41	388,8	99'92	4'30	43,5	158'85	5'31	1901
INTERMEDIATE CLASS PASSENGERS.															
2,5	59'09	4'50	244,9	43'71	3'69	864,7	62'54	3'01	321,8	118'04	3'00	360,9	76'67	2'98	1897
8,0	51'94	4'48	395,3	41'66	3'36	700,9	67'72	3'01	321,9	110'71	3'00	353,2	77'03	2'97	1898
10,0	85'60	4'38	347,0	44'30	3'34	744,5	64'83	3'01	364,4	114'62	3'00	319,1	82'03	3'00	1899
15,5	93'90	4'47	392,0	45'15	3'37	916,6	65'32	3'01	465,3	106'37	3'00	292,4	83'37	2'97	1900
†	†	†	507,7	44'87	3'05	1,328,8	55'87	3'01	553,3	101'64	3'00	312,3	83'76	2'97	1901
3RD OR LOWEST CLASS PASSENGERS.															
2,853,9	34'35	2'02	4,735,7	44'83	2'50	13,512,3	51'15	2'26	9,972,7	33'09	1'92	1,330,8	69'74	2'55	1897
2,653,1	31'51	2'33	5,485,9	43'57	2'50	15,309,9	50'52	2'26	9,105,0	28'00	1'90	1,411,9	69'20	2'55	1898
3,652,5	38'66	2'48	5,954,9	42'47	2'50	16,286,3	44'08	2'26	10,520,3	29'32	1'91	1,659,5	100'14	2'25	1899
4,340,9	39'21	2'47	6,482,4	42'46	2'51	17,054,4	50'06	2'26	11,715,2	28'93	1'91	1,884,8	61'28	2'55	1900
†	†	†	8,122,6	41'95	2'47	18,722,4	49'50	2'27	13,819,6	39'57	2'00	2,160,0	63'41	2'55	1901
SEASON AND VENDORS' TICKETS.															
70,9	...	...	...	...	...	...	...	...	3,504,8	...	...	7	...	...	1897
58,6	...	...	...	...	...	...	...	...	4,405,8	...	...	3	...	...	1898
73,8	...	...	...	...	...	...	...	...	4,820,3	...	...	6	...	...	1899
72,0	...	...	...	...	...	...	...	...	5,117,5	...	...	10	...	...	1900
†	†	†	...	...	...	...	...	...	5,278,0	7'03	0'95	6	7'41	10'75	1901
TOTAL OF ALL CLASSES.															
2,947,1	34'30	2'10	5,070,3	45'70	2'68	14,619,2	53'04	2'44	14,483,0	36'41	2'27	1,748,0	74'23	2'87	1897
2,738,2	31'60	2'43	5,976,0	44'22	2'68	16,352,3	52'26	2'41	14,251,4	31'42	2'34	1,822,3	74'05	2'87	1898
3,765,8	39'02	2'60	6,392,7	43'24	2'67	17,257,0	45'82	2'42	16,144,5	32'36	2'34	2,034,2	69'42	2'88	1899
4,459,4	39'75	2'60	6,994,9	43'37	2'71	18,189,7	51'59	2'41	17,690,9	31'72	2'31	2,226,7	66'51	2'83	1900
†	†	†	8,764,4	42'79	2'64	20,293,6	50'80	2'41	20,109,4	34'22	2'27	2,528,6	68'29	2'85	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1'19			1'40			1'19			2'17			1'51			1897
1'53			1'20			1'13			2'34			1'45			1898
1'25			1'12			1'19			1'91			1'66			1899
1'02			1'31			1'30			1'65			1'61			1900
†			1'06			1'15**						1'48			1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
0'91			1'28			1'25			0'10			1'32			1897
0'90			1'48			1'29			0'00			1'42			1898
1'35			1'55			1'23			0'43			1'22			1899
1'58			1'40			1'11			0'66			1'24			1900
†			1'58			1'24**						0'90			1901

and vendors' tickets for the years 1897 to 1900 are included under the several classes, as the information is not available separately.

§ Third class by mail trains. || Third class by other than mail trains.

† Includes Gwalior Light (2' 6" gauge) in the case of number only, which is shown under 3rd or lowest class and total, as details by classes are not furnished.

** Excludes the Nowshera-Durgai railway.

Appendix 14

Number of Passengers.

Number of passengers carried by each railway, and average
(Referred to in paragraphs

5' 6" GAUGE—concluded.															
GAUGE.	9						10						11		
CLASS: No.	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM.						NIZAM'S GUARANTEED STATE SYSTEM.						MADRAS		
RAILWAY.	Bombay, Baroda and Central India. (a) to (e), (k) and (l).			Rajputana-Malwa (f) to (j). (3' 3 3/4")			Nizam's Guaranteed State (a) and (b).			Hyderabad-Godavari Valley. (c) (3' 3 3/4")			Madras. (a) to (c).		
Calendar year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.															
1897	60.4	21'60	9'74	19.4	93'19	13'20	6.5	94'51	14'36	...	...	...	24.3	137'48	9'74
1898	71.5	19'67	9'67	20.9	88'86	13'34	7.4	81'81	15'10	...	...	...	24.8	133'62	11'23
1899	78.1	20'39	9'71	20.5	92'36	13'52	7.0	89'70	15'24	1	...	...	24.1	136'36	10'83
1900	76.9	20'56	9'66	20.8	84'47	13'34	6.5	82'31	15'13	2.2	68'47	11'56	22.4	141'60	11'32
1901	71.4	35'65	10'97	19.6	97'15	13'35	6.1	88'03	14'49	3.6	99'36	11'29	28.8	129'43	13'01
2ND CLASS PASSENGERS.															
1897	459.3	15'63	4'63	89.8	82'38	5'66	39.4	85'88	4'37	...	...	...	90.6	93'59	4'46
1898	517.9	13'06	4'57	91.4	79'11	5'89	35.3	86'53	4'59	...	...	...	89.5	90'19	4'85
1899	606.1	14'80	4'65	82.7	84'13	6'09	36.3	87'65	4'69	7	...	...	102.4	88'61	4'73
1900	595.5	14'62	4'20	75.3	81'68	6'33	34.2	77'86	4'96	12.6	64'73	5'06	95.4	88'89	4'71
1901	550.1	28'51	5'58	87.9	91'14	5'91	37.9	84'93	4'44	22.6	68'98	4'76	111.2	94'53	6'27
INTERMEDIATE CLASS PASSENGERS.															
1897	364.8	109'36	2'32	218.5	70'94	2'99	277.5	39'22	2'50	...	...	...	...	...	...
1898	395.3	106'61	2'99	227.2	68'75	2'99	252.5	35'18	2'50	...	...	...	...	...	...
1899	383.3	110'61	2'99	239.5	68'78	2'98	255.7	35'12	2'50	...	...	...	...	...	...
1900	404.4	107'50	2'99	275.3	68'17	2'98	246.2	35'65	2'50	...	...	...	...	...	...
1901	420.6	110'66	2'99	308.4	66'53	2'98	271.2	35'45	2'50	...	...	...	19.2	95'31	4'50
3RD OR LOWEST CLASS PASSENGERS.															
1897	9,089.5	17'62	2'98	10,214.4	47'16	2'00	968.5	50'12	2'00	...	...	...	10,786.7	30'07	2'09
1898	8,379.9	14'49	2'27	10,502.4	47'22	2'00	911.2	50'23	2'00	...	...	...	8,035.2	27'48	2'10
1899	10,634.0	16'66	2'30	10,829.6	48'44	2'00	913.8	51'99	2'00	17.9	...	...	7,660.1	28'24	2'11
1900	11,487.6	18'22	2'32	10,736.7	46'95	2'00	1,011.4	50'70	2'00	573.4	48'22	2'00	8,454.3	30'97	2'11
1901	11,713.8	22'99	2'47	12,451.8	47'49	2'00	1,081.0	48'20	2'00	1,145.0	54'01	2'00	11,507.3	34'98	2'25
SEASON AND VENDORS' TICKETS.															
1897	4,051.7	...	...	3.6	...	...	1.2	...	...	...	...	...	509.9	...	...
1898	4,631.6	...	...	3.5	...	...	5.7	...	...	...	...	...	494.1	...	...
1899	5,204.8	...	...	5.3	...	...	18.0	...	...	...	...	...	505.1	...	...
1900	5,285.2	...	...	4.8	...	...	14.0	...	...	1	...	...	519.4	...	...
1901	5,387.9	7'99	1'44	6.0	32'37	1'99	12.0	31'35	6'70	5.3	44'71	6'56	610.9	14'62	6'55
TOTAL OF ALL CLASSES.															
1897	14,025.7	19'88	2'64	10,545.7	48'03	2'12	1,293.1	49'09	2'33	...	...	...	11,411.5	31'71	2'25
1898	13,906.2	16'44	2'64	10,845.4	48'02	2'12	1,212.1	48'37	2'37	...	...	...	9,543.6	32'49	2'30
1899	16,906.0	18'68	2'64	11,197.6	49'31	2'13	1,230.8	49'00	2'38	18.7	43'35	2'28	8,291.7	29'54	2'36
1900	17,849.6	19'97	2'60	11,112.9	47'78	2'12	1,312.3	48'91	2'34	588.3	48'82	2'13	9,091.5	32'10	2'32
1901	18,143.8	20'79	2'61	12,373.7	48'31	2'12	1,408.8	47'47	2'32	1,176.5	54'74	2'15	12,277.4	34'82	2'42
AVERAGE COST OF CARRYING EACH PASSENGERS IN PIES.															
1897	...	1'83	...	...	...	...	0'98	...	0'88	...	...	...	...	...	0'96
1898	...	1'40	...	...	...	...	0'81	...	0'85	...	...	...	...	...	1'07
1899	...	1'39	...	...	...	...	0'78	...	0'82	...	...	...	...	...	1'19
1900	...	1'39	...	...	...	...	0'87	...	0'87	...	...	...	...	...	1'11
1901	...	1'31	...	...	...	...	0'79	...	0'78	...	...	...	...	...	0'95
AVERAGE PROFIT FORM CARRIAGE OF EACH PASSENGER IN PIES.															
1897	...	0'76	...	...	...	...	1'15	...	1'45	...	...	...	...	...	1'29
1898	...	1'19	...	...	...	...	1'31	...	1'52	...	...	...	...	...	1'23
1899	...	1'21	...	...	...	...	1'35	...	1'56	...	...	...	...	...	1'17
1900	...	1'17	...	...	...	...	1'25	...	1'47	...	...	...	...	...	1'21
1901	...	1'30	...	...	...	...	1'33	...	1'54	...	...	...	...	...	1'47

* Includes Godhra-Rutlam-Nagda (5' 6" gauge) railway, but excludes Gaekwar's Dabhol and Rajpipla (2' 6" gauge) railways.

† Excludes Godhra-Rutlam-Nagda (5' 6" gauge) railway. | ‡ Third class by mail trains. | § First class by other than mail trains.

N.B.—The average distance and average rate for the season tickets for the years 1897

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report).

			3' 3 3/4" GAUGE.												GAUGE.
			12			13			14			15			CLASS : No.
SYSTEM.			BENGAL DOOARS.			DIBRU-SADIYA.			ASSAM-BENGAL.			DIOGHUR.			RAILWAY.
Nilgiri, (d) (3' 3 3/4")															
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
1ST CLASS PASSENGERS.															
...	...	...	6	17'73	31'17	3,8	20'84	22'28	2,7	67'81	15'75	1,0	4'79	20'04	1897
...	...	...	6	23'72	25'35	4,1	19'48	22'14	3,3	65'77	15'27	1,0	4'79	20'04	1898
1,5	19'04	76'00	5	23'80	26'27	4,3	21'39	21'92	3,8	61'92	15'07	1,0	4'79	20'04	1899
3,2	21'55	76'00	6	23'69	27'36	3,8	21'86	22'18	3,9	63'76	15'23	1,0	4'79	20'04	1900
3,3	21'07	76'00	7	16'68	20'07	4,1	19'92	22'10	4,0	66'90	15'15	2,2	4'79	...	1901
2ND CLASS PASSENGERS.															
...	...	...	1,5	17'11	18'36	2,3	24'35	11'04	5,7	48'42	8'08	...	...	...	1897
...	...	...	1,5	23'59	14'02	2,9	21'58	11'31	6,6	54'94	7'69	...	...	...	1898
2,9	16'19	38'00	1,6	21'19	14'88	2,9	23'17	11'28	8,7	54'89	7'73	...	...	...	1899
5,7	19'56	38'00	1,5	19'67	16'20	2,9	22'30	11'34	9,2	53'22	7'62	...	...	...	1900
5,9	22'56	38'00	1,9	16'43	16'82	3,0	20'86	11'38	10,3	56'13	7'70	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	1,2	24'59	4'00	...	...	...	...	...	...	...	...	...	1897
...	...	...	1,2	24'70	4'32	...	...	...	...	...	...	...	...	...	1898
...	...	...	1,6	23'47	4'61	...	...	...	...	...	...	...	...	...	1899
...	...	...	1,5	21'90	4'98	...	...	...	1,2	43'28	4'50	...	...	...	1900
...	...	...	2,5	17'87	5'00	...	...	...	5,1	47'72	4'50	...	...	...	1901
3RD OR LOWEST CLASS PASSENGERS.															
...	...	...	129,8	16'58	3'00	031,9	21'17	4'00	938,2	32'76	3'00	179,7	4'79	5'69	1897
...	...	...	145,6	16'04	3'00	229,0	20'44	4'02	1,208,2	33'49	3'00	188,9	4'79	5'53	1898
45,1	10'97	7'42	161,4	16'03	3'00	236,7	22'55	4'00	1,416,1	37'21	3'00	222,0	4'79	5'11	1899
73,3	11'84	7'50	217,9	15'35	3'00	272,3	20'30	4'00	1,532,5	35'20	3'00	231,0	4'79	4'27	1900
65,8	16'72	7'00	311,2	15'96	3'00	282,8	17'63	4'00	1,720,9	38'34	3'00	326,7	4'79	...	1901
SEASON AND VENDORS' TICKETS.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
1,5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
1,2	12'70	1'90	...	...	...	...	...	...	...	...	...	...	...	...	1901
TOTAL OF ALL CLASSES.															
...	...	...	133,1	16'59	3'34	238,0	21'20	4'36	946,6	32'95	3'12	180,7	4'79	5'76	1897
...	...	...	148,9	16'22	3'31	236,0	20'44	4'42	1,218,1	34'68	3'10	189,0	4'79	5'60	1898
50,0	11'52	13'37	165,1	16'16	3'30	243,9	20'59	4'66	1,422,6	36'87	3'10	223,0	4'79	5'18	1899
83,4	12'75	15'10	221,5	15'45	3'24	279,0	20'34	4'35	1,546,8	36'37	3'09	232,0	4'79	5'34	1900
76,2	17'30	13'71	316,3	15'98	3'16	289,9	17'70	4'38	1,740,3	38'54	3'09	328,9	4'79	5'62	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901

¶ Excludes Bengal Dooars extensions. ¶ Excludes Ledo and Tikak Margherita colliery branch railway. ¶ Intermediate class introduced from 1st October 1900.

to 1900 are included under the several classes, as the information is not available separately. §§ Information not furnished.

Appendix 14.
Number of Passengers.

Number of passengers carried by each railway, and average
(Referred to in paragraphs

3' 3½" GAUGE—continued.																		
GAUGE																		
CLASS : No.	16			17						18			19			20		
RAIL- WAY.	BENGAL AND NORTH- WESTERN.			ROHILKUND AND KUMAON SYSTEM.						JODHPUR-BIKANER.			UDAIPUR-CHITOR.			BHÁVNAGAR-GONDAL- JUNÁGAD-PORBANDAR.		
				ROHILKUND AND KUMAON (a) and (b).			POWAYAN LIGHT. (c)											
Calendar year.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.	Number in hund- reds.	Average distance travelled by each in miles.	Average rate charg- ed in pies.
1ST CLASS PASSENGERS.																		
1897	17,9	22'46	21'24	4,5	52'38	27'22	...	...	...	1,4	71'15	18'00	3	62'05	14'35	7,2	47'23	11'08
1898	16,5	28'44	21'43	4,7	53'33	27'02	...	...	...	1,7	79'26	18'00	4	67'19	16'34	8,5	48'99	11'10
1899	17,5	33'27	17'03	4,6	52'74	26'64	...	...	...	1,2	80'32	18'00	4	66'32	18'00	7,8	48'05	11'01
1900	17,2	40'99	12'67	4,6	50'02	26'37	...	...	...	1,0	78'88	18'00	4	60'11	17'96	6,7	45'48	11'13
1901	18,5	41'56	12'69	5,5	52'38	26'47	3	...	...	2,7	96'00	14'40	5	56'08	17'99	6,8	46'80	11'24
2ND CLASS PASSENGERS.																		
1897	25,3	32'05	10'01	15,8	68'26	10'23	...	...	...	7,2	70'47	6'00	1,5	51'17	7'74	56,0	42'98	5'45
1898	24,6	31'94	10'17	17,4	69'98	9'77	...	...	...	7,0	68'82	6'00	1,4	56'42	8'51	57,4	41'20	5'45
1899	25,3	41'13	7'87	15,9	63'57	11'17	...	...	...	6,9	69'76	6'00	1,3	51'55	9'00	60,2	42'71	5'44
1900	28,7	46'63	6'06	15,9	69'51	9'82	...	...	...	7,1	66'80	6'00	1,1	57'32	9'00	43,8	42'04	5'44
1901	32,0	51'66	5'89	19,4	83'25	7'79	5	...	...	16,8	80'00	5'96	1,3	57'32	9'00	46,9	42'80	5'55
INTERMEDIATE CLASS PASSENGERS.																		
1897	68,4	24'82	4'86	9,6	38'74	4'00	...	...	...	...	...	...	...	...	...	...	...	...
1898	62,2	26'10	5'01	10,7	40'13	4'00	...	...	...	...	...	...	2,2	52'06	4'00	...	...	...
1899	65,7	33'65	4'01	11,7	39'41	4'01	...	...	...	...	...	...	1,9	51'34	3'00	1,6	50'88	4'00
1900	79,7	42'97	3'06	11,5	40'54	3'75	...	...	...	...	...	...	2,4	56'04	3'00	42,6	38'08	4'82
1901	112,4	43'95	3'04	14,0	40'13	4'00	...	...	...	...	...	...	2,5	51'46	3'00	45,2	46'29	4'00
3RD OR LOWEST CLASS PASSENGERS.																		
1897	5,724,8	33'97	2'00	950,2	33'23	2'20	...	...	...	761,1	54'61	2'00	179,8	36'52	2'25	1,850,5	33'37	2'75
1898	6,082,8	33'86	2'00	1,088,2	33'52	2'20	...	...	...	760,0	54'42	2'00	175,9	41'24	2'05	1,568,3	34'01	2'75
1899	6,916,6	35'54	2'00	1,139,7	33'88	2'20	...	...	...	809,1	54'47	2'00	183,5	42'84	2'00	1,811,0	34'27	2'75
1900	7,871,8	33'85	2'00	1,186,0	34'64	2'18	...	...	...	778,5	53'58	2'00	165,4	43'00	2'00	1,722,4	32'63	2'75
1901	9,037,3	36'02	2'00	1,500,2	33'56	2'19	221,1	...	...	1,447,6	50'00	2'05	184,8	45'44	1'99	1,724,4	34'78	2'75
SEASON AND VENDORS' TICKETS.																		
1897	51,2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,7	...	...
1898	60,9	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2,6	...	...
1899	69,7	...	...	...	...	...	...	...	...	...	...	...	4	...	...	2,5	...	...
1900	67,6	...	...	...	...	...	...	...	...	...	...	...	5	...	...	16,1	...	...
1901	1,6	40'00	3'43	...	...	...	...	...	...	...	...	...	...	...	...	18,9	4'19	3'20
TOTAL OF ALL CLASSES.																		
1897	5,687,6	33'84	2'10	980,1	39'87	2'67	...	...	...	769,7	54'79	2'08	181,6	36'70	2'35	1,917,4	33'70	2'80
1898	6,247,0	33'76	2'10	1,121,0	34'22	2'62	...	...	...	768,7	54'62	2'09	180,1	41'54	2'20	1,636,8	34'34	2'93
1899	7,094,8	33'57	2'07	1,171,9	34'42	2'59	...	...	...	877,2	54'63	2'07	190,2	42'96	2'12	1,883,1	34'62	2'90
1900	8,065,0	34'03	2'06	1,218,0	34'64	2'53	...	...	...	786,6	53'73	2'07	169,8	43'28	2'13	1,836,6	33'05	2'93
1901	9,801,8	36'17	2'06	1,539,1	34'31	2'52	221,9	...	...	1,467,1	51'00	2'16	189,1	45'63	2'12	1,842,2	35'00	2'92
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.																		
1897	...	0'77	...	...	1'07	...	...	...	...	...	0'72	...	...	...	...	...	1'53	...
1898	...	0'82	...	...	1'05	...	...	...	...	...	0'89	...	...	1'50	...	...	1'83	...
1899	...	0'90	...	...	1'08	...	...	...	...	...	0'84	...	...	1'35	...	...	1'53	...
1900	...	0'94	...	...	1'02	...	...	...	...	...	0'98	...	...	1'35	...	...	1'52	...
1901	...	0'82	...	...	1'06	...	...	...	...	...	1'22	...	...	1'54	...	...	1'62	...
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.																		
1897	...	1'33	...	...	1'60	...	...	...	...	...	1'36	...	...	...	...	...	1'36	...
1898	...	1'28	...	...	1'57	...	...	...	...	...	1'20	...	...	0'70	...	...	1'10	...
1899	...	1'17	...	...	1'51	...	...	...	...	...	1'23	...	...	0'77	...	...	1'37	...
1900	...	1'12	...	...	1'51	...	...	...	...	...	1'09	...	...	0'78	...	...	1'41	...
1901	...	1'24	...	...	1'46	...	...	...	...	...	0'94	...	...	0'58	...	...	1'30	...

* Included with Rajputana-Malwa railway.

† Fares by mail train between Madras and

N.B.—The average distance and average rate for season and vendors' tickets for the year

DIX 14—continued.

Appendix 14.
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of report.)

3' 3 ³ / ₄ " GAUGE.—concluded.												2' 6" GAUGE.			GAUGE.
21			22			23			24			25			Class: No.
SOUTHERN MAHARATTA.			WEST OF INDIA PORTUGUESE.			SOUTH INDIAN.			BURMA.			MORVI.			RAILWAY.
Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hun- dreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
1ST CLASS PASSENGERS.															
18.9	89'07	11'37	1.2	17'61	12'00	16.4	52'55	11'82	20.8	55'67	13'80	1.8	56'83	14'35	1897
16.2	100'00	11'33	1.1	20'30	12'00	16.6	56'71	11'68	23.3	48'81	13'97	2.1	53'35	14'30	1898
15.6	88'57	11'33	1.9	15'41	12'00	16.8	54'05	11'65	22.9	48'02	13'83	1.9	54'42	14'04	1899
17.0	93'06	11'26	1.7	18'29	12'00	16.7	51'11	11'62	22.8	54'40	14'35	1.7	58'15	14'65	1900
15.8	98'03	11'27	1.8	18'57	12'00	18.1	79'00	11'81	25.3	66'85	15'01	1.8	56'56	12'50	1901
2ND CLASS PASSENGERS.															
54.2	94'11	4'89	8.7	14'28	6'00	152.9	40'45	4'65	237.3	26'38	5'54	8.7	54'18	7'21	1897
47.8	91'72	5'01	8.5	14'34	6'00	99.1	45'58	5'09	176.0	26'62	6'64	0.8	53'83	7'26	1898
69.9	75'32	5'32	11.0	14'07	6'00	93.5	47'51	5'85	163.1	25'81	6'46	9.3	54'02	7'38	1899
68.2	79'07	5'34	12.5	14'72	6'00	91.2	55'16	5'11	149.7	30'95	6'83	8.7	56'24	7'35	1900
58.5	85'47	5'08	11.1	15'10	6'00	100.0	55'05	5'90	154.1	47'72	6'72	10.2	59'35	6'27	1901
INTERMEDIATE CLASS PASSENGERS.															
...	...	...	...	...	...	...	...	...	36.1	193'00	3'34	...	...	...	1897
...	...	...	...	...	...	...	...	...	103.6	90'67	3'74	...	...	...	1898
...	...	...	...	...	...	...	...	...	86.7	60'75	3'70	...	...	...	1899
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1901
3RD OR LOWEST CLASS PASSENGERS.															
6,332.6	37'56	2'00	174.1	15'80	2'50	13,832.9	32'16	2'00	8,717.0	28'62	2'87	300.5	43'04	2'01	1897
3,777.8	40'66	2'00	154.4	15'37	2'50	12,579.4	30'91	1'90	9,686.3	27'33	2'65	263.6	42'68	3'01	1898
3,157.0	43'30	2'00	209.0	14'16	2'50	12,449.1	30'19	2'00	9,678.4	27'59	2'66	281.1	43'70	3'00	1899
5,291.5	41'10	2'00	229.3	13'90	2'50	13,002.8	32'89	1'20	10,576.4	27'15	3'01	282.9	43'15	3'00	1900
5,836.1	40'06	2'03	237.6	13'69	2'50	13,591.8	33'09	2'0	11,376.0	26'10	3'04	290.6	40'64	2'54	1901
SEASON AND VENDORS' TICKETS.															
14.8	...	...	...	...	...	188.3	...	...	63.2	...	...	...	...	...	1897
3.9	...	...	...	...	...	202.1	...	...	73.3	...	...	...	...	...	1898
10.0	...	...	...	...	...	196.8	...	...	103.5	...	...	...	...	...	1899
13.7	...	...	...	...	...	261.1	...	...	96.9	...	...	...	...	...	1900
17.0	19'04	1'07	...	...	...	325.2	15'29	0'58	95.2	6'82	3'09	...	...	...	1901
TOTAL OF ALL CLASSES.															
6,420.5	38'19	2'12	184.0	15'74	2'72	14,190.5	32'30	2'06	9,074.4	29'28	3'02	311.0	44'30	3'14	1897
3,843.7	41'55	2'17	164.0	15'35	2'76	12,897.8	31'09	2'07	10,056.5	28'03	2'83	275.9	43'17	3'33	1898
3,252.5	44'21	2'21	221.9	14'16	2'71	12,756.2	30'37	2'07	10,054.6	27'90	2'82	292.3	44'10	3'27	1899
5,399.4	41'75	2'14	243.5	13'98	2'78	13,371.8	33'10	2'07	10,845.8	27'31	3'16	293.2	43'57	3'25	1900
5,927.4	40'02	2'16	250.5	13'79	2'76	14,035.1	33'47	2'11	11,650.6	26'31	3'20	302.6	47'13	3'01	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.															
1'11	...	...	8'86	...	...	0'95	...	...	1'21	...	...	1'56	...	...	1897
1'52	...	...	9'01	...	...	1'07	...	...	1'27	...	...	2'16	...	...	1898
1'44	...	...	5'18	...	...	0'94	...	...	1'29	...	...	2'28	...	...	1899
1'27	...	...	8'01	...	...	0'92	...	...	1'29	...	...	1'92	...	...	1900
1'50	...	...	7'08	...	...	0'82	...	...	1'41	...	...	2'14	...	...	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.															
1'01	...	...	—6'14	...	...	1'11	...	...	1'81	...	...	1'58	...	...	1897
0'65	...	...	—6'25	...	...	1'00	...	...	1'56	...	...	1'17	...	...	1898
0'77	...	...	—2'42	...	...	1'13	...	...	1'53	...	...	0'99	...	...	1899
0'87	...	...	—5'23	...	...	1'15	...	...	1'87	...	...	1'33	...	...	1900
0'66	...	...	—1'02	...	...	1'29	...	...	1'79	...	...	0'91	...	...	1901

Tuticorin raised to 2'50 pies per mile from the 1st November 1900.

‡ Intermediate class abolished.

1897 to 1900 are included under the several classes, as the information is not available separately.

Appendix 14. Number of Passengers.

Number of passengers carried by each railway, and average

Referred to in paragraph

2' 6" GAUGE.—concluded.												
GAUGE.	26			27			28			29		
CLASS: No.				TARAKESHWAR-MAGRA.			RANAGHAT-KRISHNAGAR.			TEZPUR-BALIPARA.		
Railway.	BARS.											
Calendar Year.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.
1ST CLASS PASSENGERS.												
1897
1898
1899
1900
1901
2ND CLASS PASSENGERS.												
1897
1898
1899
1900
1901
INTERMEDIATE CLASS PASSENGERS.												
1897
1898
1899
1900
1901
3RD OR LOWEST CLASS PASSENGERS.												
1897
1898
1899
1900
1901
SEASON AND VENDORS' TICKETS.												
1897
1898
1899
1900
1901
TOTAL OF ALL CLASSES.												
1897
1898
1899
1900
1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.												
1897
1898
1899
1900
1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.												
1897
1898
1899
1900
1901

N.B.—Excludes Cherra-Companyganj railway which has been closed from
... by classes are not available.

N.B.—Excludes Cherra-Companyganj railway which has been closed from

* Upper class. † Lower class. ‡ Total shown under 3rd or lowest class, as details by classes are not available.

DIX 14—concluded.

Appendix 14.
Number of Passengers.

distance travelled by, and average rate charged to, each passenger.

24 and 27 of Report.)

2' 6" GAUGE.												GAUGE.
30			31			32			33			Class : No.
DARJEELING-HIMALAYAN.			HOWRAH-AMTA.			HOWRAH SHEAKHALA.			JORHAT.			Railway.
Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Number in hundreds.	Average distance travelled by each in miles.	Average rate charged in pies.	Calendar year.
1ST CLASS PASSENGERS.												
2,8	44 77	57'41	...	...	...	...	...	...	...	...	...	1897
4,2	42 40	60'18	2	...	...	9	...	...	...	...	...	1898
4,1	42'02	56'48	6	...	...	5	...	...	...	...	...	1899
4,7	41'58	55 22	4	...	...	4	...	...	...	...	...	1900
4,1	47'43	54'07	...	...	...	...	...	...	...	...	...	1901
2ND CLASS PASSENGERS.												
11,7	43'55	27'70	...	...	...	...	...	...	...	...	...	1897
12,6	40 10	29'74	...	...	...	...	...	...	...	...	...	1898
11,8	37'68	28'53	...	...	...	...	...	...	...	...	...	1899
10,8	38 68	26'40	...	...	...	...	...	...	...	...	...	1900
13,1	57'50	33'18	...	...	...	...	...	...	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS.												
...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	24,0	...	...	13,0	...	...	...	...	...	1898
...	...	...	28,4	...	...	14,0	...	...	...	...	...	1899
...	...	...	28,0	...	...	12,2	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	1901
3RD OR LOWEST CLASS PASSENGERS.												
45,4	34'22	11'41	...	...	...	...	...	...	57,2	...	...	1897
44,1	27'81	14'23	604,0	...	...	271,0	...	...	58,3	...	...	1898
44,8	27'50	13'04	737,5	...	...	275,8	...	...	62,0	...	...	1899
42,1	25'95	14'52	741,0	...	...	286,3	...	...	60,4	...	...	1900
50,4	28 02	13 23	762,4	...	...	302,3	...	...	76,1	...	...	1901
SEASON AND VENDORS' TICKETS.												
...	...	...	...	...	...	...	...	...	...	...	...	1897
...	...	...	...	...	...	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	...	...	...	...	1900
...	...	...	...	...	...	...	...	...	...	...	...	1901
TOTAL OF ALL CLASSES.												
61,0	35'85	19'26	...	...	...	...	...	...	57,2	...	...	1897
61,2	31 34	22'56	620,6	...	...	284,0	...	...	58,3	...	...	1898
60,7	31'14	20 88	766,5	...	...	290,3	...	...	62,0	...	...	1899
64,6	27'92	21'84	772,4	...	...	298,9	...	...	60,4	...	...	1900
73,0	30 37	21'27	762,4	...	...	302,3	...	...	76,1	...	...	1901
AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.												
6'90	...	...	...	...	...	...	...	...	...	...	...	1897
7'44	...	...	...	...	...	...	...	...	...	...	...	1898
7 50	...	...	...	...	...	...	...	...	...	...	...	1899
5'76	...	...	...	...	...	...	...	...	...	...	...	1900
7 02	...	...	...	...	...	...	...	...	...	...	...	1901
AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.												
12'35	...	...	...	...	...	...	...	...	...	...	...	1897
15'12	...	...	...	...	...	...	...	...	...	...	...	1898
13'32	...	...	...	...	...	...	...	...	...	...	...	1899
17'03	...	...	...	...	...	...	...	...	...	...	...	1900
14'16	...	...	...	...	...	...	...	...	...	...	...	1901

the 25th March 1900 and subsequently abandoned.

§ Information not available.

Appendix 15.

Passenger earnings.

Gross earnings in thousands of rupees from

(Referred to in

N. B.—A reference to Appendix 2 will furnish the key to

GAUGE.		5' 6" GAUGE.													3' 3 1/2" GAUGE.				
CLASS: NO.	1	2		3	4		6	7	8		9		10		11		12	13	14
Calendar year.	E. I.	E. B. SYSTEM.		B. C.	B. N. (a) and (b).	E. C.	O. & R. (a) to (c).	N. W. (a) to (f).	G. I. P. SYSTEM.		B. B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
		5' 6" gauge. (a)	Other gauges. (b) to (e)						G. I. P. (a) to (c).	I. M. (d) to (h).	B. B. & C. I. (a) to (e) & (f) to (j) & (k) & (l).	R. M. (f) to (j).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (c).	N. (d).			
1ST CLASS PASSENGERS.																			
1897 . .	6,29	1,03	70	6	37	26	1,12	3,96	4,64	1,18	1,20	1,25	46	...	1,94	...	2	9	15
1898 . .	6,92	95	65	6	44	30	1,20	4,26	5,17	1,22	1,26	1,28	52	...	1,99	...	2	9	17
1899 . .	6,86	1,06	56	7	53	52	1,22	3,77	5,51	1,30	1,41	1,33	52	...	1,98	11	2	11	18
1900 . .	6,75	1,07	58	7	71	74	1,52	3,64	5,27	1,18	1,36	1,20	46	9	1,95	28	2	10	20
1901 . .	6,40	1,00	60	6	1,21	||	1,55	3,84	5,22	1,26	1,46	1,32	40	21	2,53	27	2	9	21
2ND CLASS PASSENGERS.																			
1897 . .	8,16	1,07	83	21	38	33	1,60	4,87	7,50	1,59	3,75	2,15	77	...	2,46	...	3	3	12
1898 . .	8,42	1,16	89	26	42	30	1,69	6,01	7,53	1,77	3,45	2,22	73	...	2,50	...	3	4	15
1899 . .	8,56	1,18	87	23	62	64	1,65	4,78	8,14	1,72	4,55	2,22	76	1	2,80	9	3	4	19
1900 . .	8,89	1,18	87	22	85	74	2,18	4,57	7,45	1,55	4,38	2,03	69	20	2,77	22	3	4	20
1901 . .	8,77	1,26	97	23	1,75	||	2,43	5,21	8,71	1,91	4,56	2,17	74	49	3,44	27	3	4	23
INTERMEDIATE CLASS PASSENGERS.																			
1897 . .	11,87	3,00	1,38	55	27	4	1,98	8,18	5,93	4,79	6,21	2,41	1,42	...	...	...	1	...	...
1898 . .	12,92	2,98	1,54	35	26	10	2,88	7,45	5,57	4,22	5,07	2,43	1,16	...	...	...	1	...	...
1899 . .	13,10	3,00	1,42	34	37	19	2,67	8,00	6,52	4,05	6,61	2,77	1,17	...	...	...	1	...	...
1900 . .	14,28	2,84	1,61	35	52	34	3,10	9,39	7,73	3,77	6,77	2,92	1,14	...	...	...	1	...	†1
1901 . .	15,37	3,10	1,77	42	1,86	||	3,62	11,64	8,78	4,05	7,24	3,18	1,25	...	42	...	1	...	6
3RD CLASS PASSENGERS.																			
1897 . .	1,31,53	18,79	16,42	5,20	11,24	12,92	27,64	81,41	42,94	12,34	24,85	50,21	5,05	...	35,38	...	34	1,02	4,80
1898 . .	1,38,58	19,33	17,03	5,27	10,90	12,48	31,12	90,47	34,81	12,98	19,02	51,65	4,77	...	30,22	...	37	98	6,51
1899 . .	1,42,73	20,55	18,08	5,48	17,91	18,57	32,93	94,26	41,71	14,04	27,59	54,73	4,96	8	25,14	19	40	1,01	8,20
1900 . .	1,53,63	20,86	22,08	5,78	28,36	22,22	36,04	1,00,51	45,31	15,06	32,65	52,55	5,34	2,88	30,25	34	52	1,15	8,67
1901 . .	1,64,82	21,21	22,02	6,24	49,08	||	43,89	1,09,35	56,87	17,82	31,60	61,56	5,54	6,44	47,17	40	77	1,04	10,51
SEASON AND VENDORS' TICKETS OF ALL CLASSES.																			
1897 . .	1,15	93	4	17	3	2	...	...	1,47	...	2,32	...	1	...	24	...	...	...	...
1898 . .	1,25	1,04	5	17	3	1	...	...	1,56	...	2,51	1	4	...	20	...	...	...	...
1899 . .	1,29	1,10	5	17	3	...	...	...	1,71	...	3,08	2	14	...	22	...	...	...	...
1900 . .	1,39	1,05	5	17	2	2	...	...	1,85	...	3,14	2	20	...	27	...	...	...	...
1901 . .	1,55	1,59	6	17	8	||	...	...	1,84	...	3,23	2	13	8	26	...	...	...	...
TOTAL PASSENGER TRAFFIC.																			
1897 . .	1,59,00	24,82	19,37	6,19	12,29	13,57	32,34	98,72	62,48	19,40	38,33	56,03	7,71	...	40,02	...	40	1,14	5,07
1898 . .	1,68,09	25,46	20,16	6,11	12,05	13,19	36,89	1,08,19	54,64	20,19	31,41	57,59	7,22	...	34,91	...	43	1,11	6,83
1899 . .	1,72,54	26,89	20,98	6,29	19,46	19,92	38,48	1,10,81	63,59	21,11	43,24	61,07	7,55	9	30,14	39	46	1,16	8,57
1900 . .	1,84,94	27,93	25,19	6,59	30,46	24,06	42,84	1,18,11	67,61	21,56	48,30	58,72	7,83	3,17	35,27	84	58	1,29	9,08
1901 . .	1,96,91	28,16	25,42	7,12	53,98	||	51,49	1,30,04	81,42	25,04	51,18	68,55	8,06	7,22	53,82	94	83	1,17	10,81

* Upper class.

† Intermediate class introduced on this railway from the 1st October 1900.

‡ Intermediate class abolished on this railway from the 1st November 1899.

§ Lower class.

|| Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

DIX 15.

Appendix 15.
Passenger earnings.*Passenger traffic of each railway (by systems).*

24 and 27 of Report.)

the code letters used to express railway systems.

										2' 6" GAUGE.					2' 0" GAUGE.				GAUGE.	
15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.
D.	B. & N.-W.	R. & K. system.		J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
		R. & K. (a) & (b)	P. L. (c)																	
1ST CLASS PASSENGERS.																				
...	54	33	...	9	2	20	1,00	1	72	97	8	...	...	...	...	59	...	...	...	1897
...	52	35	...	12	2	24	96	2	82	1,01	10	...	...	...	...	56	1	1	...	1898
...	51	33	...	9	3	21	82	2	77	1,06	8	...	...	...	...	52	1	1	...	1899
...	46	32	...	7	3	18	94	2	81	1,14	7	...	...	...	...	56	1	...	...	1900
...	51	40	...	20	3	19	91	2	88	1,32	7	...	...	...	...	59	1	...	...	1901
2ND CLASS PASSENGERS.																				
...	42	57	...	16	3	69	1,31	4	1,77	2,14	18	1	...	...	...	74	...	...	...	1897
...	42	61	...	15	4	68	1,14	4	1,58	2,06	20	1	...	...	...	78	...	...	...	1898
...	42	59	...	15	3	74	1,46	5	1,52	2,01	19	2	...	...	...	70	...	...	...	1899
...	42	56	...	15	3	50	1,52	6	1,53	2,31	19	2	...	...	...	64	...	...	...	1900
...	51	65	...	42	3	58	1,33	5	1,71	2,58	20	1	...	...	...	85	...	...	...	1901
INTERMEDIATE CLASS PASSENGERS.																				
...	43	8	...	...	...	...	...	...	...	1,21	...	...	...	...	...	...	...	...	...	1897
...	42	9	...	...	2	...	...	...	...	1,88	...	...	...	...	...	...	10	4	...	1898
...	45	10	...	...	2	12	...	...	...	1,01	...	...	...	...	...	...	12	4	...	1899
...	55	10	...	...	2	39	...	...	...	1	...	...	...	4	...	...	11	4	...	1900
...	78	12	...	...	2	44	...	...	...	...	...	...	1	9	...	...	12	4	...	1901
3RD CLASS PASSENGERS.																				
26	20,44	3,63	...	4,33	77	8,85	24,79	36	46,68	37,41	2,00	17	...	...	...	93	...	...	10	1897
26	21,67	4,19	...	4,31	77	7,65	16,00	31	40,88	36,71	1,76	15	67	...	32	91	1,72	62	12	1898
29	24,46	4,42	...	4,93	83	8,90	14,27	39	39,55	36,84	1,92	17	59	45	37	85	2,26	64	12	1899
30	28,01	4,59	...	4,34	74	8,11	22,69	41	45,25	45,18	1,91	21	67	61	39	1,00	2,27	66	12	1900
42	36,14	5,76	36	7,79	87	8,59	24,77	43	48,96	47,03	2,00	25	66	56	27	1,09	2,25	68	15	1901
SEASON AND VENDORS' TICKETS OF ALL CLASSES.																				
...	1	...	...	...	...	1	2	...	9	7	...	...	...	...	...	...	...	...	...	1897
...	1	...	...	...	...	...	1	...	9	7	...	...	...	...	...	...	...	...	...	1898
...	1	...	...	...	...	...	1	...	9	9	...	...	...	...	...	...	...	...	...	1899
...	1	...	...	...	...	1	1	...	14	9	...	...	...	...	...	...	...	...	...	1900
...	1	...	...	...	...	1	2	...	15	10	...	...	2	...	...	...	...	...	...	1901
TOTAL PASSENGER TRAFFIC.																				
26	21,84	4,61	...	4,58	82	9,75	27,12	41	49,26	41,80	2,26	18	...	...	...	2,26	...	...	10	1897
26	23,04	5,24	...	4,58	85	8,57	18,11	37	43,37	41,73	2,06	16	67	...	32	2,25	1,83	67	12	1898
29	25,85	5,44	...	5,17	91	9,97	16,56	46	41,93	41,01	2,19	19	59	45	37	2,07	2,39	69	12	1899
30	29,45	5,57	...	4,56	82	9,28	25,16	49	47,73	48,72	2,17	23	67	65	39	2,20	2,39	70	12	1900
42	37,95	6,93	36	8,41	95	9,81	27,03	50	51,70	51,03	2,27	26	69	65	27	2,53	2,38	72	15	1901

N. B.—Excludes the Port Trust railway which is open for goods traffic only; and the Cherra-Companyganj railway which was closed on the 25th March 1900 and subsequently abandoned.

Appendix 16.
Goods traffic.

Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"											
Class: No.	1		2				3		4				
			E. B. SYSTEM.						BENGAL-NÁGPUR SYSTEM.				
	EAST INDIAN.		5' 6" GAUGE (a).		OTHER GAUGES. (b) to (e).		BENGAL CENTRAL.		BENGAL-NÁGPUR (a).		RAIPUR-DHAMTARI (b).		
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.													
1897 . .	3,486	6'09	1,130	9'31	546	10 19	120	7'29	473	6'70	...	...	...
1898 . .	3,416	5 95	1,068	9'17	555	8'95	76	7'44	530	7'72	...	...	...
1899 . .	3,836	6'00	1,115	8'87	6'9	10'56	104	6'95	671	6'73	...	...	...
1900 . .	3,858	6 20	1,230	8'93	783	10'70	159	7'05	893	4'89	...	...	...
1901 . .	3,656	5'85	1,114	9 59	747	*10'66	125	8'12	867	7'01	13	10'42	...
MILITARY STORES.													
1897 . .	15	18'03	...	23'14	...	15'50	...	129'45	1	17 09	...	...	...
1898 . .	24	16'32	...	22'36	...	17'91	...	125'02	...	13'19	...	...	...
1899 . .	10	20'60	...	25'05	...	24'11	...	126'76	...	18'71	...	...	...
1900 . .	11	17'71	...	24'69	...	...	...	132'78	1	13'16	...	...	...
1901 . .	6	18'08	...	26'05	...	...	1	131'41	...	13'57	...	...	...
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.													
1897 . .	3,369	3'58	152	4'41	...	...	17	4'41	794	3'63	...	...	...
1898 . .	3,745	3'41	220	4'48	...	...	14	2'51	703	3'61	...	...	...
1899 . .	3,893	3'48	216	4'60	...	...	20	5'48	652	3'57	...	...	...
1900 . .	4,618	3'46	244	2'54	25	5'31	24	3'50	754	3'61	...	...	...
1901 . .	5,294	3'44	277	4'65	17	*4'57	29	3'85	805	3'65	...	...	4'43
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.													
1897 . .	960	1'82	216	2'45	...	...	40	2'45	148	2'71	...	...	...
1898 . .	1,124	1'89	225	2 45	...	...	35	3'14	211	2'70	...	...	...
1899 . .	1,278	1'86	242	2'45	...	...	16	2'45	528	2'04	...	...	...
1900 . .	1,388	1'94	207	2'44	163	2'48	23	2'41	315	2'38	...	...	...
1901 . .	1,456	1'85	224	2'45	234	*2'45	23	2'45	511	2'52	13	5'21	...
TOTAL GOODS.†													
1897 . .	7,837	4'87	1,499	5'27	618	9'39	177	6'55	1,417	5'81	...	...	...
1898 . .	8,325	4'62	1,513	7'08	648	9'22	128	6'14	1,450	6'23	...	...	...
1899 . .	9,049	4'64	1,564	7'75	747	9'02	140	6'72	1,852	5'34	...	...	...
1900 . .	10,053	4'59	1,682	7'93	971	8'90	206	6'33	1,970	4'58	...	...	...
1901 . .	10,418	4'38	1,616	8'26	998	*8'97	178	7'09	2,186	5'45	26	8'18	...
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.													
1897 . .	201'94	...	88'66	...	105'39	...	63'93	...	93'69	...	...	...	...
1898 . .	207'74	...	86'28	...	106'51	...	62'02	...	102'07	...	...	...	...
1899 . .	204'74	...	87'24	...	106'36	...	69'09	...	123'45	...	...	...	...
1900 . .	209'32	...	86'58	...	94'76	...	77'36	...	194'79	...	...	...	...
1901 . .	206'30	...	81'29	...	*97'14	...	68'85	...	105'10	...	...	36'64	...
AVERAGE COST OF CARRYING PER TON PER MILE.													
	Pies.	...	Pies.	...	Pies.	...	Pies.	...	Pies.	...	Pies.	...	...
1897 . .	1'48	...	3'56	...	4'17	...	4 85	...	2'99	...	...	...	...
1898 . .	1'56	...	3'11	...	4'20	...	5'52	...	3'11	...	...	...	...
1899 . .	1'00	...	3'87	...	3'96	...	4'92	...	2'60	...	...	...	...
1900 . .	1'71	...	3'66	...	3'76	...	4'62	...	2'20	...	...	...	...
1901 . .	1'65	...	3'86	...	4'48	...	4'76	...	3'33	...	...	6'37	...
AVERAGE PROFIT PER TON PER MILE.													
	Pies.	...	Pies.	...	Pies.	...	Pies.	...	Pies.	...	Pies.	...	...
1897 . .	3'39	...	4'39	...	5'11	...	1'74	...	2'81	...	...	...	...
1898 . .	3'06	...	4'77	...	4'99	...	0'63	...	3'07	...	...	...	...
1899 . .	3'03	...	3'70	...	4'98	...	1'49	...	2'77	...	...	...	...
1900 . .	2'87	...	4'04	...	5'04	...	1'66	...	2'38	...	...	...	...
1901 . .	2'74	...	4'48	...	4'56	...	2'31	...	2'14	...	...	1'81	...

NOTE.—The blanks shown in "tons" columns

* Excluding Cooch Behar State railway.

† Including live-stock and

‡ Information is

§ Including the Gwalior Light railway

|| Transferred partly to the Bengal-Nágpur railway

** Excluding the Nowshera-Durgai

DIX 16.

Appendix 16.
Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

5' 6"												Gauge.						
		5		6		7		8				Class : No.						
EAST COAST.		CALCUTTA PORT COMMISSIONERS'.		ODDH AND ROHILKHAND.		N. W. SYSTEM.		G. I. P. SYSTEM.				Calendar year.						
						NORTH WESTERN (a) to (f).		GREAT INDIAN PENINSULA (a) to (c).		INDIAN MIDLAND (d) to (h). §								
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.							
GENERAL MERCHANDISE.																		
367 355 527 762 ||	4'94 5'08 5'07 4'21 ||	749 695 823 813 727	} ‡ {	902 1,018 1,171 1,139 1,287	6'14 6'15 5'95 6'20 5'77	2,234 2,749 2,879 4,526 3,431	6'57 5'38 5'56 5'82 5'28	1,551 2,056 2,279 2,322 2,517	9'39 8'05 7'70 7'50 7'74	457 480 573 872 783	7'32 6'60 6'05 6'61 6'35	1897 1898 1899 1900 1901						
MILITARY STORES.																		
... ... ... ||	30'73 20'54 18'40 18'89 		} ‡ {	5 4 3 4 3	14'68 12'86 16'57 15'11 17'46	68 64 22 22 28	13'47 13'99 18'10 16'08 15'85	9 8 9 7 8	17'28 20'50 19'07 21'29 19'74	4 4 2 1 1	12'50 8'15 11'09 16'22 16'32	1897 1898 1899 1900 1901					
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																		
13 6 98 160 ||	4'39 4'43 3'60 3'22 ||	14 16 21 22 23			} ‡ {	18 24 30 32 34	3'93 4'05 3'82 3'88 3'74	41 43 34 26 35	4'10 3'64 3'26 3'50 3'86	195 229 138 138 146	2'90 3'12 3'45 3'06 3'55	1 3 11 6 13	3'74 3'52 3'03 3'05 2'92	1897 1898 1899 1900 1901				
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.																		
137 136 227 280 ||	2'43 2'41 2'45 2'41 	} ‡ {			657 568 771 628 574	2'68 2'75 2'69 2'61 2'61	2,387 1,983 2,120 1,775 2,105	2'64 2'52 2'47 2'44 2'44	516 542 558 520 513	2'14 2'10 2'04 2'07 2'00	157 232 413 332 512	2'49 2'60 2'68 2'48 2'63	1897 1898 1899 1900 1901				
TOTAL GOODS.†																		
517 498 852 1,203 ||	4'26 4'39 4'23 3'40 ||	764 712 844 835 750		} ‡ {		1,582 1,615 1,975 1,803 1,899	5'67 5'71 5'46 5'62 5'29	4,751 4,933 5,070 5,051 5,604	6'35 5'26 5'24 5'42 5'02	2,283 2,846 2,997 3,012 3,213	7'72 7'07 6'99 6'76 7'22	620 770 1,001 1,216 1,309	6'54 6'07 6'29 6'25 5'72	1897 1898 1899 1900 1901				
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																		
98'88 103'35 109'38 134'75 ||	} ‡ {	}			}	91'31 103'13 103'03 105'53 120'09	127'57 195'33 173'74 137'66 192'57	221'18 261'90 249'41 238'15 257'50	185'48 172'22 157'73 214'25 170'97	1897 1898 1899 1900 1901								
AVERAGE COST OF CARRYING PER TON PER MILE.																		
Pies. 3'30 4'20 3'34 2'66 ||			} ‡ {			}	}	Pies. 3'69 3'06 2'66 2'97 2'52	Pies. 3' 8 2'88 2'98 3'30 ** 2'64	Pies. 4'44 3'57 3'42 3'22 3'05	Pies. 3'81 3'66 3'62 2'79	1897 1898 1899 1900 1901						
AVERAGE PROFIT PER TON PER MILE.																		
Pies. 0'95 0'38 0'39 1'14 ||				} ‡ {				}	}	Pies. 1'99 2'63 2'84 2'65 2'79	Pies. 2'62 2'40 2'27 2'12 ** 2'37	Pies. 3'25 3'48 3'52 3'54 3'88	Pies. 2'75 2'53 2'70 3'46	1897 1898 1899 1900 1901				

are due to less than 1,000 tons being carried during the year.

other miscellaneous goods traffic.

not available.

in the case of tonnage only, which is shown under "general merchandise" "total goods", as details are not furnished. and partly to the Madras railway from the 1st January 1901.

railway.

Appendix 16.
Goods traffic.

Goods of the different classes in thousands of tons carried by each railway

(Referred to in paragraphs

Note—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"													
Class : No.		9				10				11				12	
		B. B. & C. I. SYSTEM.				N. G. S. SYSTEM.				MADRAS SYSTEM.				BENGAL-DOOARS.	
Calendar year.	BOMBAY, BARODA AND CENTRAL INDIA (a) to (e) & (k)&(l).		RAJPUTANA-MALWA (f) to (j).		NIZAM'S GUARANTEED STATE. (a) and (b).		HYDERABAD-GODAVARI VALLEY. (c).		MADRAS. (a) to (c).		NILGIRI. (d).				
	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	
GENERAL MERCHANDISE.															
1897	1,217	9'31	1,677	7'80	236	9'99	...	...	888	8'97	...	...	29	59'34
1898	1,558	7'95	1,974	6'97	269	9'10	...	...	786	9'41	...	...	25	61'63
1899	1,680	8'60	2,283	7'17	297	8'11	9	11'68	852	9'33	3	105'32	26	57'67	
1900	1,882	8'11	2,485	6'60	351	8'02	99	10'75	896	9'52	9	70'33	47	59'94	
1901	1,509	7'87	2,011	6'42	307	8'81	132	11'04	1,524	6'88	15	80'63	69	24'82	
MILITARY STORES.															
1897	1	12'27	7	18'80	1	24'49	...	...	2	31'30	...	...	...	...
1898	...	20'08	6	15'63	1	23'31	...	...	2	27'88	...	...	...	...
1899	...	16'60	7	18'77	1	18'99	...	...	2	28'11	...	127'46	...	...
1900	1	19'83	6	16'95	1	24'01	...	...	2	25'56	...	121'79	...	18'46
1901	1	15'46	3	19'01	1	24'58	...	24'61	3	22'49	1	129'15	...	...
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.															
1897	46	3'37	20	5'55	317	3'49	...	...	128	5'00	...	...	...	34'41
1898	49	3'11	21	4'73	343	3'44	...	...	171	4'79	...	...	1	28'25
1899	68	2'83	15	4'41	376	3'74	...	5'36	189	4'69	...	...	2	29'79
1900	96	2'76	17	4'82	418	3'72	2	4'93	200	4'69	...	...	6	27'67
1901	70	2'87	15	4'50	372	3'97	3	4'02	542	4'10	...	...	4	12'31
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.															
1897	401	2'97	141	2'73	219	3'32	...	...	231	4'10	...	...	5	49'67
1898	372	2'99	251	2'79	184	3'16	...	...	214	4'17	...	...	77	2'41
1899	475	3'01	329	2'83	251	3'06	3	3'32	276	4'08	1	30'10	11	8'80	
1900	424	2'56	309	2'74	241	3'20	199	4'05	231	4'14	...	78'66	8	4'44	
1901	374	2'90	348	2'80	240	3'53	392	4'98	341	2'72	...	96'63	5	4'19	
TOTAL GOODS.*															
1897	1,680	8'22	1,902	7'55	773	5'23	...	...	1,250	8'36	...	...	35	58'38
1898	2,004	7'46	2,259	6'75	797	5'14	...	...	1,174	8'35	...	...	103	30'85
1899	2,256	7'76	2,640	6'89	875	5'42	12	10'45	1,321	8'32	4	93'50	39	45'69	
1900	2,436	7'34	2,914	6'46	1,012	5'37	301	8'68	1,509	8'41	10	71'86	63	39'14	
1901	1,973	7'18	2,393	6'21	920	5'89	527	9'47	2,413	6'07	16	82'51	78	23'22	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.															
1897	135'64		174'18		134'00		...	...	126'20		...	...	21'29	
1898	152'31		199'74		147'34		...	...	150'36		...	...	11'85	
1899	140'66		204'21		138'39		80'93		120'38		16'88		21'40		
1900	141'86		240'68		145'03		47'93		124'86		16'57		19'38		
1901	146'68		261'70		116'32		41'56		126'62		16'09		35'88		
AVERAGE COST OF CARRYING PER TON PER MILE.															
	Pies. †		Pies. †		Pies.		Pies.		Pies.		Pies.		Pies.		
1897	4'25		3'57		2'52		...		4'34		...		...
1898	3'22		3'01		2'16		...		4'31		...		...
1899	3'49		2'98		2'11		3'75		4'52		81'68		...		
1900	3'50		3'03		2'32		5'08		4'65		38'72		...		
1901	2'99		3'02		2'01		4'50		3'41		35'21		...		
AVERAGE PROFIT PER TON PER MILE.															
	Pies. †		Pies. †		Pies.		Pies.		Pies.		Pies.		Pies.		
1897	3'92		3'89		2'71		...		4'01		...		...
1898	4'31		3'66		2'98		...		4'03		...		...
1899	4'28		3'86		3'31		6'70		3'79		11'82		...		
1900	3'54		3'43		3'25		3'60		3'76		33'14		...		
1901	4'24		3'13		3'89		5'02		2'69		47'96		...		

NOTE.—The blanks shown in "tons" columns

† Including the Godhra-Rutlam-Nagda; but excluding

‡ Excluding the Godhra-Rutlam-

§ Information is

|| Excluding the Ledo and Tikak-

The decrease is due to ballast train tonnage being credited

DIX 16—continued.

Appendix 16.
Goods traffic.

(by systems), average rate charged per ton in pies, and average distance carried.

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

3' 3½"														GAUGE.	
13		14		15		16		17				18		Class : No.	
DIBRU-SADIYA.		ASSAM-BENGAL.		DROGHUR.		BENGAL AND NORTH-WESTERN.		ROHILKUND AND KUMAON. (a) & (b).		POWAYAN LIGHT. (c)		JODHPUR-BIKANER.		Calendar year.	
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.		
GENERAL MERCHANDISE.															
53	31'58	40	10'87	12	13'76	723	5'95	192	7'62	...	...	137	10'15	1897	
58	34'74	60	8'40	13	17'35	751	5'92	269	7'30	...	...	153	10'26	1898	
63	31'92	95	8'74	13	13'08	935	5'88	335	6'01	...	...	292	9'42	1899	
77	33'46	116	8'64	12	12'99	945	6'20	316	6'87	...	...	283	8'28	1900	
73	37'46	166	6'55	13	5	1,024	6'05	333	7'54	12	...	297	8'23	1901	
MILITARY STORES.															
...	...	...	13'61	...	...	...	22'59	1	17'04	...	...	...	31'32	1897	
...	...	...	19'94	...	...	...	6'41	1	19'01	...	...	...	32'85	1898	
...	...	...	22'61	...	...	...	2'88	...	20'74	...	...	...	31'77	1899	
...	...	...	23'29	...	...	...	24'23	...	23'54	...	...	...	30'37	1900	
...	...	...	18'22	...	...	...	...	1	14'62	2	...	...	17'73	1901	
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.															
36	6'09	5	3'97	...	...	35	2'20	...	3'46	...	...	...	10'33	1897	
34	5'55	6	4'06	...	...	35	3'67	...	4'12	...	...	...	9'67	1898	
441	6'06	9	4'14	...	...	44	3'81	1	2'94	...	...	3	6'20	1899	
412	6'29	11	3'78	...	...	44	4'10	1	3'37	...	...	10	5'63	1900	
495	5'57	13	4'18	...	...	43	4'15	1	3'47	...	...	13	4'23	1901	
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.															
7	2'78	203	2'77	...	...	173	2'49	43	2'45	...	...	7	3'50	1897	
4	2'81	395	2'45	...	...	139	2'84	45	2'45	...	...	33	4'58	1898	
5	4'66	368	1'61	...	...	277	2'47	36	2'45	...	...	45	2'75	1899	
4	4'85	2'6	1'67	...	...	258	2'62	37	2'69	...	...	58	2'66	1900	
8	3'67	5'60	2'53	...	...	303	2'59	38	2'45	3	...	92	3'46	1901	
TOTAL GOODS.*															
422	8'07	339	4'87	13	13'44	931	5'32	236	7'07	...	...	144	9'88	1897	
446	8'96	401	4'46	13	16'94	929	5'55	315	6'95	...	...	189	9'53	1898	
509	8'52	472	3'67	13	13'08	1,307	5'30	372	6'72	...	...	340	8'80	1899	
494	9'31	384	4'20	12	12'65	1,247	5'64	354	6'64	...	...	386	7'29	1900	
577	8'69	5'39	5'49	13	5	1,370	4'83	373	7'17	17	...	403	7'42	1901	
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.															
55'77		49'47		4'79		109'77		65'09		...		92'64		1897	
55'21		50'07		4'79		121'03		63'85		...		87'11		1898	
56'70		71'82		4'79		114'73		69'05		...		93'81		1899	
54'68		79'99		4'79		109'33		69'39		...		86'46		1900	
54'80		127'44		4'79		136'79		65'27		...		80'00		1901	
AVERAGE COST OF CARRYING PER TON PER MILE.															
Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Pies.			
6'00		6'00				2'64		3'88		...		3'28		1897	
5		6'38		5		2'41		4'07		...		3'54		1898	
...		4'62				2'51		3'32		...		3'09		1899	
...		5'16				2'86		3'42		...		2'82		1900	
...		5'49				2'48		3'88		...		4'12		1901	
AVERAGE PROFIT PER TON PER MILE.															
Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Pies.			
2'93		—1'13				2'79		3'18		...		5'31		1897	
5		—1'94		5		3'12		2'93		...		6'24		1898	
...		—1'26				2'77		3'36		...		5'60		1899	
...		—6'06				2'75		3'17		...		3'58		1900	
...		6'05		1'18		3'01		3'24		...		3'32		1901	

are due to less than 1,000 tons being carried during the year.
other miscellaneous goods traffic.
the Garkwar's Debbhoi and Rajpipla (2' 6" gauge) railways.
Nagda railway.
not available.
Margherita Colliery branch.
to railway materials for construction in previous years.

Appendix 16.
Goods traffic.

Goods of the different classes in thousands of tons carried by each railway. (by

APPEN

(Referred to in paragraphs

Note—A reference to Appendix 2 will furnish the key

GAUGE.		3' 3 1/2"												(Referred to in paragraph	
Class: No.	Calendar year.	19		20		21		22		23		24		25	
		UDAIPUR-CHITOR.		BHAYNAGAR-GONDAL-JUNAGAD-PORBANDAR.		SOUTHERN MAHRATTA.		WEST OF INDIA PORTUGUESE		SOUTH INDIAN.		BURMA.		MORVI.	
		Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.
GENERAL MERCHANDISE.															
1897	.	12	12'15	235	13'19	886	6'63	31	12'62	954	9'43	764	7'53	33	14'39
1898	.	11	19'41	253	13'00	794	7'18	44	11'95	861	9'53	837	7'89	31	14'93
1899	.	25	15'93	297	12'74	942	6'91	114	10'91	877	9'49	773	7'86	39	13'54
1900	.	54	15'01	338	12'20	841	6'98	59	12'42	852	9'48	986	7'92	48	10'50
1901	.	26	14'29	230	11'60	801	7'92	70	11'43	1,065	8'83	1,056	8'27	27	11'36
MILITARY STORES.															
1897	22'00	...	29'48	1	15'10	...	...	...	24'34	1	14'93	...	28'13
1898	35'86	...	30'03	1	25'83	...	...	...	15'76	1	15'58	...	29'70
1899	32'20	...	35'77	1	19'63	...	...	...	22'95	1	15'85	...	28'21
1900	33'15	...	28'17	1	19'76	...	...	...	22'96	1	16'55	...	23'52
1901	32'00	...	23'25	2	15'42	...	...	...	26'02	1	13'91	...	20'41
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.															
1897	3	5'96	6	3'96	...	...	12	6'39	...	14'06	...	6'38
1898	3	6'08	4	3'37	...	...	13	5'15	...	8'17	...	7'94
1899	4	5'45	3	3'94	...	...	27	5'46	...	9'59	...	13'68
1900	3	5'48	2	3'81	...	...	17	5'67	...	7'49	...	10'02
1901	5'96	2	4'11	...	...	22	6'33	...	14'19	...	11'13
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.															
1897	.	3	2'81	43	1'89	172	2'63	2	5'08	497	2'46	382	2'29	1	8'15
1898	.	1	2'73	22	2'98	130	2'62	3	5'48	828	2'47	269	2'08	1	2'94
1899	.	1	2'72	14	4'26	148	2'60	4	5'14	614	2'50	313	2'14	1	3'22
1900	.	1	3'02	15	3'59	150	2'65	5	5'25	824	2'44	268	2'35	1	7'60
1901	.	1	3'53	15	2'00	161	2'61	4	3'71	591	2'46	383	2'36	2	4'61
TOTAL GOODS.*															
1897	.	15	10'75	281	10'81	1,066	6'03	33	12'37	1,463	8'49	1,153	6'55	35	14'39
1898	.	11	19'19	278	11'88	930	6'47	47	11'79	1,703	8'00	1,113	6'99	33	14'41
1899	.	26	15'69	316	12'23	1,094	6'23	118	10'83	1,519	8'74	1,092	6'60	41	13'30
1900	.	56	14'97	357	11'78	996	6'30	61	12'13	1,697	8'69	1,261	7'05	50	10'75
1901	.	28	13'63	245	10'86	967	6'36	74	10'96	1,683	8'23	1,475	7'02	29	11'14
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.															
1897	.	40'60	61'10	184'40	153'91	31'30	61'94	106'16	49'13	55'50	58'41	62'07	60'81	58'81	58'81
1898	.	46'55	58'18	152'70	170'98	41'04	51'15	109'85	55'50	58'41	62'07	60'81	58'81	58'81	58'81
1899	.	51'19	55'10	152'70	170'98	41'04	51'15	109'85	55'50	58'41	62'07	60'81	58'81	58'81	58'81
1900	.	52'11	58'75	152'70	170'98	41'04	51'15	109'85	55'50	58'41	62'07	60'81	58'81	58'81	58'81
1901	.	57'91	56'98	152'70	170'98	41'04	51'15	109'85	55'50	58'41	62'07	60'81	58'81	58'81	58'81
AVERAGE COST OF CARRYING PER TON PER MILE.															
1897	.	†	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
1898	.	7'98	6'41	3'05	4'76	21'64	4'75	4'72	4'72	4'72	4'72	4'72	4'72	4'72	4'72
1899	.	6'56	7'06	4'76	4'38	17'22	4'77	4'85	4'85	4'85	4'85	4'85	4'85	4'85	4'85
1900	.	5'15	6'20	4'38	4'42	7'59	4'85	4'51	4'51	4'51	4'51	4'51	4'51	4'51	4'51
1901	.	6'52	6'42	4'42	5'00	11'92	4'01	4'01	4'01	4'01	4'01	4'01	4'01	4'01	4'01
AVERAGE PROFIT PER TON PER MILE.															
1897	.	†	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
1898	.	11'38	4'11	2'38	1'73	—9'27	3'74	1'75	1'75	1'75	1'75	1'75	1'75	1'75	1'75
1899	.	8'76	4'53	2'38	1'86	—5'43	3'82	2'10	2'10	2'10	2'10	2'10	2'10	2'10	2'10
1900	.	9'37	6'02	1'89	1'89	—3'24	3'89	1'96	1'96	1'96	1'96	1'96	1'96	1'96	1'96
1901	.	7'21	4'46	1'89	1'89	—0'26	4'26	2'35	2'35	2'35	2'35	2'35	2'35	2'35	2'35

NOTE.—The blanks shown in "tons" columns

* Including live-stock

† Information is

† Total shown under "general merchandise" as

DIX 16—concluded.

Appendix 16.
Goods traffic.

systems), average rate charged per ton in pies, and average distance carried.

(25, 31, 32, 33 and 34 of Report).

to the code letters used to express railway systems.

2' 6"								2' 0"								GAUGE.	
26		27		28		29		30		31		32		33		Class : No.	
BARS.		TARAKESHWAR- MAGRA.		RANAGHAT- KRISHNAGAR.		TEZPUR-BALI- PARA.		DARJEELING HIMALAYAN.		HOWRAH- AMTA.		HOWRAH SHEAKHALA.		JORHAT.		Calendar year.	
Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.	Tons.	Per ton per mile.		
GENERAL MERCHANDISE.																	
35	21'19	...	...	...	...	...	...	25	71'03	...	...	...	...	22	...	1897
45	21'01	16	...	...	...	...	...	25	68'81	4	...	3	...	17	...	1898
56	20'38	16	...	...	...	...	...	26	65'01	7	...	3	...	21	...	1899
41	20'72	18	...	...	...	...	...	32	62'35	9	...	5	...	15	...	1900
54	21'99	8	20'88	...	...	...	...	29	64'48	14	...	4	...	12	...	1901
MILITARY STORES.																	
...	47'00	...	...	...	...	...	...	...	120'65	...	...	...	...	...	...	1897
...	24'86	...	...	...	...	...	...	...	88'38	...	...	...	...	...	...	1898
...	35'71	...	...	...	...	...	...	...	139'37	...	...	...	...	...	...	1899
...	34'01	...	...	...	...	...	...	...	120'78	...	...	...	...	...	...	1900
...	31'32	...	...	...	...	...	...	...	132'98	...	...	...	...	...	...	1901
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																	
...	...	...	...	...	...	...	...	1	25'31	...	...	...	...	...	...	1897
...	20'17	...	...	...	...	...	...	2	28'30	...	...	...	...	...	...	1898
...	...	...	...	...	...	...	...	1	46'45	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	2	43'70	...	...	...	...	...	...	1900
...	11'91	...	...	...	...	...	...	1	38'95	...	...	...	...	...	...	1901
REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.																	
1	7'63	...	...	...	...	...	...	4	27'84	...	...	...	...	...	...	1897
...	6'82	...	...	...	...	...	...	4	30'32	...	...	...	...	...	...	1898
...	4'85	...	...	...	...	...	...	5	33'40	...	...	...	...	...	...	1899
...	...	...	...	...	...	...	...	5	35'91	...	...	...	...	...	...	1900
...	4'85	1	6'00	...	...	...	...	1	36'01	...	...	...	...	...	...	1901
TOTAL GOODS. *																	
36	20'92	...	...	...	...	...	...	32	66'31	...	...	...	...	22	...	1897
45	20'92	6	...	...	...	...	...	31	64'54	4	...	3	...	17	...	1898
57	20'35	6	...	...	...	...	...	32	62'87	7	...	3	...	21	...	1899
41	20'72	8	...	...	...	...	...	38	60'63	9	...	5	...	15	...	1900
54	21'96	9	26'88	...	...	...	...	31	63'30	14	...	4	...	12	...	1901
AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.																	
22'34	...	...	...	...	...	...	...	40'12	...	...	...	...	...	...	...	1897
22'01	...	...	...	...	...	...	...	41'48	...	...	...	...	...	...	...	1898
22'27	...	...	...	...	...	...	...	40'78	...	...	...	...	...	...	...	1899
21'97	...	...	...	...	...	...	...	41'71	...	...	...	...	...	...	...	1900
22'00	...	42'22	...	...	...	...	...	41'65	...	...	...	...	...	...	...	1901
AVERAGE COST OF CARRYING PER TON PER MILE.																	
†		Pies.		Pies.		Pies.		†		Pies.		Pies.		Pies.		1897	
†		...		...		...		†		...		...		...		1898
†		...		...		...		†		...		...		...		1899
†		...		...		...		†		...		...		...		1900
†		...		...		...		†		...		...		...		1901
AVERAGE PROFIT PER TON PER MILE.																	
†		Pies.		Pies.		Pies.		†		Pies.		Pies.		Pies.		1897	
†		...		...		...		†		...		...		...		1898
†		...		...		...		†		...		...		...		1899
†		...		...		...		†		...		...		...		1900
†		...		...		...		†		...		...		...		1901

are due to less than 1,000 tons being carried during the year.

and other miscellaneous goods traffic.

not available.

details are not furnished.

Appendix 17.
Goods earnings.

Gross earnings in thousands of rupees

(Referred to in para

N. B.—A reference to Appendix 2 will furnish the

GAUGE.		5' 6"																	
Class: No.	1	2			3	4		5	6	7			8			9			
Calendar Year.	E. I.	E. B. S. system.			B. C.	B. N. (a) & (b). *	E. C.	P. T.	O. and R.	N. W. system.			G. I. P. system.			B. B. and C. I. system.			
		5' 6" gauge.	Other gauges.	Total.						Com- mercial section.	Mily. section.	Total.	G. I. P. (a) to (c).	I. M. (d) to (h).	Total.	B. B. & C. I. (a) to (e) & (k) & (l).	R. M. (f) to (j).	Total.	
GENERAL MERCHANDISE.																			
1897	.	2,84,12	53,11	30,32	83,43	3,45	36,01	9,29	3,50	38,01	1,48,14	12,43	1,60,57	1,82,95	35,82	2,18,77	87,51	1,24,30	2,11,81
1898	.	2,62,97	49,31	31,24	80,55	2,11	39,92	9,66	3,63	44,87	2,15,90	13,50	2,29,40	2,52,57	38,84	2,91,41	1,08,75	1,51,45	2,60,20
1899	.	2,87,87	50,31	35,25	85,56	3,02	52,95	14,37	3,79	51,92	2,01,48	12,61	2,14,09	2,54,05	47,39	3,01,44	1,15,40	1,84,01	2,99,41
1900	.	2,96,43	55,05	39,69	94,74	4,78	78,98	23,86	4,31	49,54	1,59,49	14,17	1,73,66	2,32,65	77,72	3,10,37	1,19,32	2,15,20	3,34,52
1901	.	2,85,01	51,85	38,07	89,92	4,16	50,36	†	3,65	59,59	2,48,32	16,82	2,65,14	2,94,92	62,58	3,57,50	97,81	1,92,34	2,90,15
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																			
1897	.	1,06,96	1,13	35	1,48	18	3,60	11	5	51	79	55	1,34	6,81	5	6,86	2,33	71	3,04
1898	.	1,27,02	1,78	40	2,18	18	4,53	17	6	75	1,13	48	1,61	8,65	15	8,80	2,36	67	3,03
1899	.	1,35,30	1,35	43	1,78	20	5,20	3,12	8	1,00	60	31	91	3,23	55	3,78	2,90	72	3,62
1900	.	1,57,12	2,04	65	2,69	25	6,73	4,94	7	1,15	44	20	64	4,36	25	4,61	4,21	76	4,97
1901	.	1,80,25	2,33	46	2,79	31	8,70	†	8	1,23	92	30	1,22	3,57	61	4,18	2,82	63	3,45
MILITARY STORES.																			
1897	.	4,30	1	1	2	...	9	...	...	56	11,72	2,07	13,79	1,54	41	1,95	25	1,29	1,54
1898	.	4,83	1	...	1	...	8	...	...	40	10,78	52	11,30	1,65	26	1,91	14	1,14	1,28
1899	.	3,50	1	...	1	...	5	3	...	26	4,09	39	4,48	2,03	41	2,44	22	90	1,12
1900	.	4,31	1	...	1	...	16	11	...	57	3,99	61	4,60	1,83	11	1,94	20	71	91
1901	.	3,13	1	...	1	2	4	†	...	35	5,40	1,28	6,68	1,90	14	2,04	16	49	65
LIVE STOCK.																			
1897	.	1,87	1	6	7	...	4	...	...	29	6,97	1,61	8,58	2,03	18	2,21	2,74	56	3,30
1898	.	1,74	2	2	4	...	1	1	...	13	2,08	18	2,26	1,86	17	2,03	3,29	77	4,06
1899	.	1,88	2	2	4	...	4	1	...	23	1,59	12	1,71	2,47	10	2,57	4,15	1,40	5,55
1900	.	2,21	2	2	4	...	9	2	...	15	1,19	21	1,39	3,68	57	4,25	3,70	40	4,10
1901	.	1,92	2	...	2	...	23	†	...	18	1,13	31	1,44	3,70	15	3,85	3,10	2,52	5,62
REVENUE STORES, INCLUDING COAL, AND MATERIAL FOR CONSTRUCTION.																			
1897	.	14,58	2,35	87	3,22	18	2,48	1,14	...	3,10	12,27	2,44	14,71	9,15	2,60	11,75	4,52	3,17	7,69
1898	.	17,29	2,51	1,38	3,89	21	3,46	1,78	...	3,17	14,21	2,65	16,86	9,46	2,46	11,92	3,78	4,33	8,11
1899	.	17,56	2,79	1,77	4,56	8	5,26	2,81	...	4,27	13,56	3,09	16,65	9,69	3,17	12,86	5,40	6,11	11,51
1900	.	18,15	2,32	2,50	4,82	19	4,70	2,99	...	4,10	12,15	2,30	14,45	9,18	4,12	13,30	4,50	6,91	11,41
1901	.	19,28	2,23	2,33	4,61	3	6,21	†	...	4,64	14,91	2,73	17,64	7,16	4,95	12,11	4,32	6,64	10,96

NOTE.—For totals see

* Excluding Parlakimedi Light

† Transferred partly to the Bengal-Nagpur railway

‡ Decrease, due to ballast train earnings credited to railway material

§ Excluding the traffic on the Jamnagar railway from the 8th April to

DIX 17.

Appendix 17.
Goods earnings.

from Goods traffic of each railway (by systems).

graphs 25, 31, 32, 33 and 34 of Report.)

key to the code letters used to express railway systems.

				3' 3 3/4"																2' 6"	2' 0"	GAUGE.
10		11		12	13	14	15	16	17		18	19	20	21	22	23	24	25	30	Class : No.		
N. G. S. system.		M. system.							R. and K. system.													
N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (c).	N. (d).	B. D.	D. S.	A. B.	D.	B and N. W.	R. and K. (a) & (b).	P. L. (c)	J. B.	U. C.	B. G J. P. S.	S. M.	W. I. P.	S. I.	B.	M. R. W.	D. H.	Cal- endar Year.		
GENERAL MERCHANDISE.																						
14,10	...	Co,20	...	2,03	2,93	2,29	4	24,90	5,12	...	6,69	32	9,17	56,65	80	38,01	36,79	1,22	4,12	1897		
16,41	...	56,02	...	1,84	2,92	3,24	5	29,90	6,96	...	7,64	50	9,65	45,00	1,09	36,96	40,09	1,33	3,93	1898		
19,92	50	58,78	32	1,84	3,11	4,19	4	26,80	8,64	...	14,10	1,06	10,76	50,02	3,40	39,99	38,13	1,58	3,85	1899		
26,14	5,63	58,82	58	2,27	3,58	4,78	4	36,11	8,07	...	11,54	2,15	12,47	51,41	1,73	37,84	51,65	1,62	4,53	1900		
19,22	9,33	78,70	102	3,28	3,30	7,44	5	42,74	8,68	23	11,39	1,13	7,76	44,20	1,89	45,57	56,16	98	4,07	1901		
COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.																						
12,72	...	5,69	...	2	3,45	12	...	64	...	...	3	...	9	30	...	18	1	4	9	1897
13,80	...	7,59	...	3	3,72	13	...	53	...	...	1	...	8	18	...	18	...	1	12	1898
12,19	...	7,18	...	8	4,27	20	...	73	1	...	2	...	11	11	...	39	...	7	14	1899		
14,64	8	7,95	...	13	4,07	23	...	73	1	...	14	...	8	12	...	22	1	2	18	1900		
12,31	19	13,65	...	9	4,83	31	...	75	1	...	19	1	...	13	...	27	...	1	12	1901		
MILITARY STORES.																						
11	...	80	...	...	...	1	...	...	5	...	...	...	...	16	...	3	25	1	1	1897
10	...	76	...	...	...	...	...	...	4	...	...	...	...	19	...	3	24	...	2	1898
26	...	60	1	...	...	2	...	...	2	...	...	...	...	10	...	3	15	...	3	1899
15	1	56	1	...	...	1	...	...	2	...	...	...	...	13	...	6	19	...	3	1900
24	6	94	6	...	...	1	...	...	4	...	2	...	...	19	...	19	27	...	3	1901
LIVE STOCK.																						
8	...	40	...	...	...	...	...	2	1	...	1	...	2	14	...	7	1,34	...	...	1897
7	...	30	...	...	1	...	...	1	...	...	1	...	1	7	...	8	1,57	...	...	1898
6	...	46	...	...	1	1	...	2	1	...	1	...	3	12	...	6	1,17	...	...	1899
9	4	63	3	...	1	2	...	1	...	...	9	4	5	13	...	18	1,46	6	...	1900
6	...	44	...	...	...	1	...	2	...	...	2	...	1	12	...	16	1,34	...	...	1901
REVENUE STORES, INCLUDING COAL, AND MATERIAL FOR CONSTRUCTION.																						
1,11	...	1,36	...	22	2	1,74	...	2,46	24	...	11	2	34	4,22	1	1,40	3,27	2	14	1897		
92	...	1,64	...	8	1	1,92	...	1,88	23	...	34	...	26	3,21	...	1,52	2,52	1	15	1898		
1,78	2	1,78	2	8	4	1,99	...	3,36	20	...	44	1	17	3,71	2	1,28	3,45	1	19	1899		
1,49	96	1,93	2	6	4	1,64	...	2,89	21	...	82	2	19	2,87	3	1,24	3,54	1	20	1900		
1,00	1,23	3,06	1	3	2	1,96	...	3,37	27	1	87	1	11	3,72	4	1,33	4,82	2	4	1901		

Appendix 13.

railway, as the line was opened from the 22nd April 1901 only.
and partly to the Madras railway from the 1st January 1901.
for construction in previous years being credited to "Sundries" in 1901.
the 30th June 1897, for which no detailed statistics were maintained.

Appendix 18.
Principal Commodities—Summary.

Sum

of

Principal commodities carried by Indian railways treated as one

(Referred to in para

(Details for each railway system

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	APPAREL, INCLUDING DRAPEY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES.	13,282	13,441	3,00,690	3,52,930	159	...	52,240	...
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS	7,283,826	8,016,493	2,10,93,360	2,34,54,819	732,667	...	23,61,459	...
III	COTTON—								
	1. Raw	472,968	822,737	62,78,130	1,30,86,900	349,769	...	68,08,770	...
	2. Manufactured—								
	(a) Twist and yarn, European.	52,746	42,212	5,35,924	5,74,918	...	10,534	38,994	...
	(b) Twist and yarn, Indian .	106,098	131,931	11,91,162	15,20,539	25,833	...	3,29,377	...
	(c) Piece-goods, European .	190,507	230,046	37,88,596	43,81,042	39,539	...	5,92,446	...
	(d) Piece-goods, Indian .	108,779	138,834	18,00,619	24,25,862	30,055	...	6,25,243	...
	(e) Others	3,902	5,252	57,815	1,05,747	1,350	...	47,932	...
IV	CHEMICALS, EXCEPTING SALTPETRE.	5,390	8,620	1,02,277	1,61,368	3,230	...	59,021	...
V	DRUGS—								
	1. Intoxicating, other than opium .	21,258	36,475	2,01,616	4,30,793	15,217	...	2,29,177	...
	2. Non-intoxicating								
	(a) Medical preparations .	3,284	2,267	63,489	50,589	...	1,017	...	12,600
	(b) Others	34,933	40,629	5,27,529	5,56,587	5,696	...	29,058	...
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) . .	509	699	5,303	4,674	190	...	...	679
	2. Alizarine and aniline dyes .	3,745	4,685	80,033	1,04,005	940	...	23,972	...
	3. Cutch	6,751	5,367	68,527	54,333	...	1,384	...	14,194
	4. Indigo	13,323	11,118	2,88,164	2,15,248	...	2,205	...	72,916
	5. Myrabolans	62,064	70,929	4,88,298	5,65,415	8,865	...	77,117	...
	6. Tanning barks	99,887	77,300	5,18,879	3,80,990	...	22,587	...	1,37,889
	7. Turmeric	49,434	66,403	5,35,956	7,15,141	16,969	...	1,79,185	...
	8. Others	28,770	29,286	3,81,867	3,83,007	516	...	1,140	...
VII	FODDER—								
	1. Oil-cake	125,833	130,748	4,95,615	5,36,585	4,915	...	40,970	...
	2. Hay, straw and grass . . .	626,120	163,927	27,21,053	5,63,388	...	532,193	...	21,57,675
VIII	FRUITS AND VEGETABLES, FRESH.	201,533	223,069	12,33,055	14,24,377	21,536	...	191,322	...
IX	GRAIN AND PULSE—								
	1. Gram and pulse	1,758,283	1,608,838	1,19,26,806	1,15,25,779	...	149,445	...	4,01,027
	2. Jawar and Bajra	1,274,571	1,174,401	77,11,548	73,26,023	...	100,170	...	3,85,525
	3. Rice in the husk	912,254	1,085,669	40,53,066	45,76,056	173,415	...	5,23,000	...
	4. Rice not in the husk . . .	2,835,596	1,743,697	1,78,21,486	90,33,662	...	1,021,899	...	87,87,824
	5. Wheat	2,020,038	1,623,939	1,32,57,322	1,39,45,558	...	396,159	6,88,236	...
	6. Wheat flour	106,161	121,466	6,40,492	7,49,907	15,305	...	102,415	...
	7. Others	1,392,108	737,966	89,51,973	42,40,506	...	654,142	...	47,11,467
	Carried over	19,584,013	18,368,444	10,71,20,660	10,34,47,038	...	1,515,569	...	36,73,602

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Appendix 18.
Principal Commodities—Summary.

system and the earnings therefrom during the Calendar year 1901.
graphs 35 and 36 of Report.)
are shown in Appendix 19.)

Progressive No.	DESCRIPTION OF COMMODITY—contd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . .	19,884,013	18,368,444	10,71,20,660	10,34,47,058	...	1,515,569	...	36,73,602
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . . .	30,015	9,032	4,27,215	1,02,034	...	20,983	...	3,25,181
	(b) Raw	181,157	82,304	24,09,052	8,60,796	...	98,853	...	15,48,266
	2. Skins of sheep, &c.—								
	(a) Dressed or tanned . . .	11,749	11,198	1,47,388	1,16,391	...	551	...	30,997
	(b) Raw	93,029	72,195	9,23,485	6,97,568	...	20,834	...	2,25,917
XI	HORNS	9,401	5,944	95,934	55,758	...	3,457	...	40,176
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE	64,445	73,827	4,39,558	5,60,767	9,382	...	1,21,209	...
XIII	JUTE—								
	1. Raw	693,531	1,147,115	46,81,481	51,85,477	453,584	...	5,03,995	...
	2. Gunny bags and cloth . . .	583,812	259,499	21,13,419	21,95,787	...	324,313	82,368	...
XIV	LAC	44,755	34,305	5,35,775	3,72,487	...	10,450	...	1,53,288
XV	LEATHER—								
	1. Unwrought	10,147	8,093	1,74,302	1,24,138	...	2,054	...	50,164
	2. Wrought, excepting boots and shoes	7,284	7,403	1,32,121	1,34,705	119	...	2,584	...
XVI	LIQUORS—								
	1. Ale and beer	37,197	44,637	3,58,900	4,19,485	7,440	...	50,585	...
	2. Spirits of all kinds, including country spirits	17,568	18,571	2,50,903	2,55,299	1,003	...	4,396	...
	3. Wine	9,409	8,163	2,13,109	1,84,839	...	1,246	...	28,270
	4. All other sorts, including toddy and fermented liquor other than ale and beer	7,449	10,604	35,881	41,933	3,155	...	6,052	...
XVII	METALS—								
	1. Brass, unwrought	7,711	7,991	89,449	97,560	280	...	8,111	...
	2. Brass, wrought	30,571	29,346	3,27,173	3,06,358	...	1,225	...	20,815
	3. Copper, unwrought	2,545	2,025	31,773	26,882	...	520	...	4,891
	4. Copper, wrought	5,809	5,901	74,274	81,947	92	...	7,673	...
	5. Iron and steel—								
	(a) Cast	23,188	26,292	2,04,941	2,37,757	3,104	...	32,816	...
	(b) Unwrought	33,926	42,844	2,13,281	2,44,572	8,918	...	31,291	...
	(c) Wrought	212,939	250,392	18,84,405	25,08,777	37,453	...	6,24,372	...
	(d) Manufactures	76,729	88,560	9,28,004	9,90,762	11,831	...	62,758	...
	6. Zinc and spelter	1,297	1,482	23,966	27,327	185	...	3,361	...
	7. Others	177,083	2,00,012	7,93,949	9,52,805	22,929	...	1,58,856	...
XVIII	OILS—								
	1. Kerosine	387,937	441,561	28,04,792	31,05,735	53,624	...	3,00,943	...
	2. Castor	10,571	10,879	72,955	79,251	308	...	6,296	...
	3. Coconut	15,856	18,064	1,59,485	1,74,454	2,208	...	14,969	...
	4. Mustard and rape	15,006	17,826	1,42,505	1,86,353	2,820	...	43,848	...
	5. Others	51,003	53,847	3,75,940	4,09,356	2,844	...	33,416	...
	Carried over . . .	22,737,132	21,358,356	12,81,95,085	12,41,84,418	...	1,378,776	...	40,11,667

Appendix 18.
Principal Commodities—Summary.

Sum.

of

Principal commodities carried by Indian railways treated as one
(Referred to in paragraph
(Details for each railway system

Progressive No.	DESCRIPTION OF COMMODITY—contd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward . . .	22,737,132	21,358,356	12,81,96,085	12,41,84,418	...	1,378,776	...	40,11,667
XIX	OIL-SEEDS—								
	1. Castor	127,178	220,968	7,10,787	11,91,048	93,790	...	4,80,261	...
	2. Earthnuts	24,893	87,198	90,973	1,88,988	62,305	...	98,015	...
	3. Linsced	427,886	558,758	24,11,554	36,65,119	130,872	...	12,53,565	...
	4. Poppy	94,994	90,286	7,15,551	7,49,326	...	4,708	33,775	...
	5. Rape and mustard	316,005	718,929	19,66,971	66,10,883	402,924	...	46,43,912	...
	6. Til or jinjili	334,438	323,377	25,35,974	25,53,287	...	11,061	17,313	...
	7. Cotton seed	55,650	232,075	96,662	20,54,739	176,425	...	19,58,077	...
	8. Others	163,925	263,756	9,84,759	18,57,195	99,831	...	8,72,436	...
XX	OPIMUM	29,232	25,040	5,39,257	4,72,442	...	4,152	...	66,815
XXI	PAPER AND PASTE-BOARD	41,359	39,195	4,34,584	4,10,693	...	2,164	...	23,891
XXII	PROVISIONS—								
	1. Dried fruits	177,000	169,855	19,86,542	18,70,316	...	7,145	...	1,16,226
	2. Ghee	110,089	84,457	14,32,903	11,05,009	...	25,632	...	3,27,894
	3. Potatoes	42,067	45,477	3,68,998	4,56,286	2,410	...	87,288	...
	4. Others	264,881	289,767	22,23,186	23,47,216	24,886	...	1,23,730	...
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives, engines and tenders and parts thereof	3,167	3,404	16,202	16,346	237	...	144	...
	2. Carriages and trucks and parts thereof	15,377	17,370	51,232	76,463	1,923	...	25,231	...
	3. Materials—								
	(a) Steel rails and fish-plates	51,774	43,297	2,61,985	1,60,653	...	8,477	...	1,01,332
	(b) Sleepers and keys of steel and cast-iron	30,460	10,506	1,54,982	72,093	...	19,954	...	82,889
	(c) Sleepers of wood	4,596	21,325	17,693	60,848	16,729	...	43,155	...
	(d) Others	309,619	192,713	11,88,815	9,61,787	...	116,906	...	2,27,028
XXIV	SALT	1,628,454	1,626,680	96,40,000	93,45,943	...	1,774	...	2,94,057
XXV	SALTPETRE AND OTHER SALINE SUB- STANCES—								
	1. Saltpetre	52,768	47,172	3,92,397	3,23,403	...	5,596	...	68,994
	2. Other saline substances	39,609	33,938	3,00,970	2,75,021	...	5,671	...	25,949
XXVI	SILK—								
	1. Raw—								
	(a) Foreign	1,150	1,431	32,685	39,553	281	...	6,868	...
	(b) Indian	2,240	3,654	36,564	63,255	1,414	...	26,291	...
	2. Piece-goods—								
	(a) Foreign	174	276	6,295	11,845	102	...	5,550	...
	(b) Indian	447	353	15,202	10,543	...	94	...	4,659
XXVII	SPICES—								
	1. Betel-nuts	85,856	87,086	9,19,532	9,20,649	1,230	...	1,117	...
	2. Cardamoms	2,299	2,070	40,405	32,689	...	279	...	7,716
	3. Chillies	85,285	86,538	9,26,784	8,66,557	1,243	...	...	60,227
	4. Ginger	6,502	6,685	75,788	81,415	183	...	5,627	...
	5. Pepper	6,325	6,182	1,20,433	1,18,574	...	143	...	1,859
	6. Others	51,509	67,525	4,95,895	7,05,024	16,016	...	2,10,129	...
	Carried over	27,324,340	26,765,639	15,93,89,345	16,38,60,626	...	558,701	44,71,281	...

DIX 18—concluded.

Appendix 18.
Principal Commodities—Summary.

mary

system and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report).

are shown in Appendix 19.)

Progressive No.	DESCRIPTION OF COMMODITY— concl'd.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.	
		1900.	1901.	1900.	1901.	Increase.	Decrease.	Increase.	Decrease.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
	Brought forward	27,324,340	26,765,639	15,93,89,345	16,38,60,626	...	558,701	44,71,281	...
XXVIII	STONE AND LIME	1,175,400	1,213,217	23,50,668	24,96,185	37,817	...	1,45,517	...
XXIX	SUGAR—								
	1. Refined or crystalized, including sugarcandy	261,518	324,389	27,70,224	35,40,148	62,871	...	7,69,924	...
	2. Unrefined—								
	(a) Sugar	176,140	256,821	11,04,746	15,15,143	80,681	...	4,10,397	...
	(b) Gur, rab, jaggree, molasses and other saccharine pro- duce	681,329	902,281	45,15,856	62,74,373	220,952	...	17,58,517	...
XXX	TEA—								
	1. Foreign	1,541	1,261	34,218	27,579	...	280	...	6,639
	2. Indian	142,355	153,271	13,39,222	13,41,633	10,916	...	2,411	...
XXXI	TOBACCO—								
	1. Unmanufactured	174,382	221,937	15,44,522	17,79,993	47,555	...	2,35,471	...
	2. Manufactured—								
	(a) Cigar	4,414	5,100	87,902	93,425	686	...	5,523	...
	(b) Other sorts	11,492	11,294	1,40,484	1,40,608	...	198	124	...
XXXII	WOOD—								
	1. Timber, unwrought	810,087	861,185	25,80,243	27,38,388	51,098	...	1,58,145	...
	2. Manufactures	58,893	64,220	4,04,145	4,65,181	5,327	...	61,036	...
XXXIII	WOOL—								
	1. Raw	30,294	30,251	5,96,811	5,93,498	...	43	...	3,313
	2. Manufactured—								
	(a) Carpets and rugs	2,500	2,379	47,269	44,339	...	121	...	2,930
	(b) Piece-goods, European	1,767	2,009	34,825	46,995	242	...	12,170	...
	(c) Piece-goods, Indian	6,985	5,155	1,47,004	1,04,452	...	1,830	...	42,552
	(d) Other sorts of manufactures	2,970	3,973	45,895	69,339	1,003	...	23,444	...
XXXIV	ALL OTHER ARTICLES OF MERCHANDISE—								
	1. Bones								
	2. Firewood								
	3. Indigo seed								
	4. Paints and colours								
	5. Seeds other than oil-seeds	2,281,886	2,585,521	1,44,73,610	1,52,85,765	303,635	...	8,12,155	...
	6. Manures								
	7. Lucifer matches								
	8. Others								
	GRAND TOTAL	33,148,293	33,409,903	19,16,06,989	20,04,17,670	261,610	...	88,10,681	...
XXXV	ANIMALS—								
	1. Horses	8,747	8,495	3,56,256	3,25,058	...	252	...	31,198
	2. Cattle	75,705	50,730	10,16,093	7,01,607	...	24,975	...	3,14,486
	3. Sheep, etc.								
	4. Elephants	32,176	32,672	4,97,525	5,02,571	496	...	23,046	...

Appendix 19.
Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

Pro- gressive No.	GAUGE.	5' 6"							
	CLASSIFICATION No.	1		2		3		4	
	Railway.	East Indian,		Eastern Bengal.		Bengal Central.		Bengal-Nagpur (a) & (b).	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES	3,345	1,23,032	1,025	11,248	61	489	355	11,358
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS	5,293,751	1,89,25,301	292,222	2,79,126	28,629	30,874	805,032	8,69,543
III	COTTON—								
	1. Raw	51,093	6,99,470	3,552	12,416	91	601	17,137	2,11,654
	2. Manufactured—								
	(a) Twist and yarn, European	1,917	55,943	3,286	25,299	443	2,379	2,105	10,021
	(b) Twist and yarn, Indian	18,610	1,80,971	3,411	23,227	25	117	11,770	1,41,349
	(c) Piece-goods, European	58,958	16,60,916	27,745	2,79,208	1,494	8,511	3,616	35,477
	(d) Piece-good, Indian	10,211	150,252	1,144	9,415	27	129	3,821	67,837
	(e) Others	1,183	34,373	...	...	...	...	...	...
IV	CHEMICALS, EXCEPTING SALT-PETRE.	3,438	68,955	241	3,322	...	17	195	2,363
V	DRUGS—								
	1. Intoxicating other than opium	292	4,086	182	3,991	4	39	63	1,283
	2. Non-intoxicating—								
	(a) Medical preparations	487	16,098	...	...	24	336	...	...
	(b) Others	3,616	52,519	789	12,277	4	48	776	7,959
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia)	174	1,540	...	...	...	...	...	...
	2. Alizarine and aniline dyes	376	9,129	...	...	...	...	...	...
	3. Cutch	1,117	13,323	212	1,497	12	34	...	...
	4. Indigo	3,404	96,693	193	1,901	...	...	...	...
	5. Myrabolams	6,223	58,903	...	...	...	...	...	...
	6. Tanning barks	4,815	12,847	...	...	14	76	23,892	1,94,144
	7. Turmeric	6,452	1,44,943	3,463	21,334	426	1,815	2,993	27,663
	8. Others	4,082	48,013	127	1,918	2	23	2,925	11,163
VII	FODDER—								
	1. Oil-cake	36,736	1,63,050	6,528	12,748	995	2,053	1,843	6,870
	2. Hay, straw and grass	14,446	49,468	30,294	34,561	4	16	1,445	3,421
VIII	FRUITS AND VEGETABLES, FRESH	8,394	88,791	5,933	35,647	4,412	14,290	7,464	64,033
IX	GRAIN AND PULSE—								
	1. Gram and pulse	271,231	19,88,937	40,551	1,45,878	1,857	4,810	43,146	2,40,680
	2. Jawar and Bajra	42,616	1,75,409	...	...	...	...	...	...
	3. Rice in the husk	58,933	2,04,213	80,070	2,73,934	1,408	2,162	39,172	1,11,031
	4. Rice not in the husk	270,705	13,45,655	102,923	3,10,565	2,934	6,760	155,117	10,20,043
	5. Wheat	238,606	17,15,884	2,384	10,165	6	21	25,135	1,79,858
	6. Wheat flour	23,024	1,52,005	1,942	17,237	238	811	1,657	8,496
	7. Others	87,305	4,12,539	1,257	4,440	9	40	13,208	38,884
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a)—Dressed or tanned	1,495	22,000	9,743	57,368	407	2,329	7,342	76,268
	(b)—Raw	22,473	3,20,162						
	2.—Skins of sheeps, &c.—								
	(a)—Dressed or tanned	602	12,678	969	5,278	81	564	...	...
	(b)—Raw	8,540	1,33,354						
XI	HORNS	698	8,379	109	463	...	...	594	4,657
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE	27,849	1,63,775	2,377	15,191	306	1,228	7,944	44,018
XIII	JUTE—								
	1. Raw	71,134	3,47,280	592,683	42,95,654	74,830	2,61,262	...	...
	2. Gunny bags and cloth	56,418	8,19,523	16,914	84,252	386	1,867	8,598	89,027
XIV	LAC	19,147	2,83,177	1,197	7,192	...	...	5,971	37,247
XV	LEATHER—								
	1. Unwrought	1,139	48,560	...	...	...	...	807	2,823
	2. Wrought, excepting boots and shoes	745	20,448	12	95	2	12	...	...
	Carried over	6,735,810	2,993,40,94	1,233,478	60,02,877	119,041	3,43,713	1,194,123	35,18,270

and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report).

5' 6"										Progressive No.
5		6		7		8		9		
Calcutta Port Commissioners'		Oudh and Rohilkhand.		North Western.		Great Indian Peninsula.		Bombay, Baroda and Central India (a) to (e) & (k) & (l).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
26	38	868	10,939	3,171	75,722	1,144	57,635	313	7,323	II
22,752	7,761	33,566	1,23,467	34,675	1,22,420	160,217	4,20,516	69,822	2,82,180	III
726	581	8,988	58,513	65,602	7,92,265	338,443	83,14,035	116,252	11,28,867	IV
83	95	2,817	22,310	2,248	48,349	9,645	1,91,454	170	2,710	V
1,659	1,731	8,068	63,825	6,576	1,04,544	13,924	1,55,109	10,967	1,30,715	VI
17,261	18,519	9,613	63,903	23,475	6,55,477	26,854	8,98,046	4,228	91,950	VII
2,578	1,844	5,623	50,009	24,380	4,80,290	11,715	2,51,940	25,810	4,56,376	VIII
...	...	438	4,007	686	16,420	585	19,917	388	7,553	IX
188	133	750	7,491	1,241	30,281	1,167	30,862	2	76	X
68	77	202	3,438	379	6,097	34,592	4,01,225	28	798	XI
...	...	16	454	368	10,509	216	7,147	3	52	XII
798	768	1,786	17,514	10,063	1,40,269	5,295	1,42,901	3,925	51,427	XIII
...	...	39	292	...	...	139	1,046	56	643	XIV
...	...	135	1,636	700	13,853	1,447	48,589	377	8,636	XV
31	40	307	2,288	23	170	781	15,324	110	784	XVI
8	7	247	4,091	1,800	50,628	397	10,009	65	1,163	XVII
3	5	255	1,638	357	4,128	32,431	2,66,227	44	623	XVIII
...	...	313	2,614	212	1,327	13,862	97,786	107	52	XIX
2,263	1,806	2,387	30,268	4,373	54,278	8,333	1,28,633	2,372	43,104	XX
207	95	634	6,496	6,201	84,116	2,745	46,198	3,703	63,152	XXI
102	78	2,106	7,940	7,121	30,852	10,033	57,005	5,558	35,681	XXII
488	268	6,401	13,814	24,510	1,38,614	18,885	66,824	50,554	1,91,155	XXIII
596	466	11,944	46,904	21,408	1,60,509	23,480	1,98,015	20,278	1,17,597	XXIV
32,052	22,221	109,474	4,79,909	175,189	10,81,988	244,389	28,94,788	104,485	5,42,315	XXV
15	17	71,635	3,17,042	247,718	14,89,072	228,448	21,09,887	82,548	3,52,733	XXVI
472	447	3,623	13,501	28,318	1,10,962	1,659	8,022	7,066	30,693	XXVII
28,172	20,299	42,957	1,65,073	128,085	7,66,542	132,330	9,74,785	92,636	7,35,855	XXVIII
4,289	2,832	161,406	9,58,131	697,842	69,72,779	135,664	11,77,653	42,810	2,63,211	XXIX
1,156	1,253	7,555	29,270	39,058	1,67,490	15,089	1,35,221	4,943	42,671	XXX
2,640	2,090	83,908	5,04,329	44,036	2,22,314	35,527	3,86,290	22,393	1,27,945	XXXI
...	...	5	16	403	3,721	1,162	26,076	84	1,066	XXXII
55	95	5,353	32,630	10,266	1,18,487	4,300	70,091	1,301	9,428	XXXIII
...	...	...	...	199	2,737	808	13,055	4	97	XXXIV
...	...	1,573	6,807	9,929	1,10,907	6,999	99,279	1,752	23,212	XXXV
3	6	917	4,433	494	4,483	1,113	16,596	192	3,419	XXXVI
1,461	1,009	7,549	27,159	810	6,357	13,735	2,16,953	237	2,816	XXXVII
370,104	1,54,297	66	367	88	999	309	3,996	1,195	9,938	XXXVIII
4,115	3,809	13,902	77,726	45,082	3,31,468	21,276	2,35,195	9,142	52,265	XXXIX
1,972	4,291	478	3,301	750	7,296	576	7,080	115	516	XL
...	...	10	75	1,689	22,665	947	15,057	396	2,167	XL
20	5	188	2,027	2,288	45,519	802	22,185	1,093	15,564	XL
496,363	2,46,983	607,202	31,65,647	1,671,813	1,44,86,964	1,561,769	2,02,08,652	687,524	48,38,100	XL

Principal commodities carried by each railway (by systems)

APPE

(Referred to in paragraph.

5' 6"

Principal commodities carried by each railway (by system)												
(Referred to in paragraph)												
Pro- gressive No.	GAUGE.	CLASSIFICATION No.	Railway.	Description of commodity—contd.	5' 6"							
					1		2		3		4	
					East Indian.		Eastern Bengal.		Bengal Central		Bengal-Nagpur (a) & (b).	
					Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
					Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
XVI				Brought forward	6,735,810	2,99,34,094	1,233,478	60,02,877	119,041	3,43,713	1,194,123	35,18,270
				Liquors—								
				1. Ale and beer	6,693	66,588	275	2,681	2	18	815	3,86
				2. Spirits of all kinds, including country spirits	608	19,446	14	154	12	53	388	2,904
				3. Wine	1,172	45,538	897	13,945	29	391	204	3,528
				4. All other sorts, including toddy and fermented liquor other than ale and beer	81	725	...	...	...	...	...	...
XVII				Metals—								
				1. Brass, unwrought	915	15,041	...	...	...	...	...	...
				2. Brass, wrought	7,463	78,829	211	1,587	...	...	...	...
				3. Copper, unwrought	103	3,004	175	21,788	6	31	...	...
				4. Copper, wrought	564	9,419	152	1,239	104	614	...	...
				5. Iron and steel—								
				(a) Cast	10,969	99,928	...	...	...	...	...	...
				(b) Unwrought	19,757	43,575	1,371	7,691	19	22	1,115	11,689
				(c) Wrought	42,861	5,58,079	...	...	...	...	...	...
				(d) Manufactures	16,562	2,15,998	...	...	...	...	...	...
				6. Zinc and spelter	1,482	27,327	...	...	...	...	...	...
				7. Others	4,519	92,076	...	...	...	...	...	...
XVIII				Oils—								
				1. Kerosine	70,214	6,56,351	...	...	...	...	...	...
				2. Castor	1,745	14,295	...	...	...	...	...	...
				3. Coconut	2,212	19,309	...	...	...	...	...	...
				4. Mustard and rape	5,102	85,201	...	...	...	...	...	...
				5. Others	2,278	32,980	...	...	...	...	...	...
XIX				OIL SEEDS—								
				1. Castor	29,972	1,98,633	...	...	...	...	...	...
				2. Earthnuts	99	623	...	...	...	...	...	...
				3. Linseed	226,131	16,03,756	...	...	...	...	...	...
				4. Poppy	21,302	1,53,593	...	...	...	...	...	...
				5. Rape and mustard	179,346	17,02,448	...	...	...	...	...	...
				6. Til or jinjili	27,745	1,62,926	...	...	...	...	...	...
				7. Cotton seed	11,255	95,392	...	...	...	...	...	...
				8. Others	20,420	1,05,309	...	...	...	...	...	...
XX				Opium	8,329	2,45,684	...	...	...	...	...	...
XXI				PAPER AND PASTE-BOARD	8,836	1,38,695	...	...	...	...	...	...
XXII				PROVISIONS—								
				1. Dried fruits	6,574	88,346	...	...	...	...	...	...
				2. Ghee	16,870	3,30,668	...	...	...	...	...	...
				3. Potatoes	45,435	4,56,240	...	...	...	...	...	...
				4. Others	26,036	2,99,035	...	...	...	...	...	...
XXIII				RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
				1. Locomotives, engines and tenders and parts thereof.	805	6,211	...	...	...	...	...	...
				2. Carriages & trucks and parts thereof.	10,881	62,319	...	...	...	...	...	...
				3. Materials—	5,886	55,053	...	...	...	...	...	...
				(a) Steel rails and fish-plates	1,240	19,118	...	...	...	...	...	...
				(b) Sleepers & keys of steel and cast-iron.	13,065	34,563	...	...	...	...	...	...
				(c) Sleepers of wood	39,893	1,43,416	...	...	...	...	...	...
				(d) Others	239,834	11,49,691	...	...	...	...	...	...
XXIV				SALT	20,026	2,03,048	...	...	...	...	...	...
XXV				SALTPETRE AND OTHER SALINE SUBSTANCES—	15,667	1,19,824	...	...	...	...	...	...
				1. Saltpetre	7,906,707	3,93,94,047	...	...	...	...	...	...
				2. Other saline substances	...	...	...	...	...	...	...	...
				Carried over	...	...	...	...	...	...	...	...

and the earnings therefrom during the Calendar year 1901.

Appendix 19.
Principal Commodities—Details.

35 and 36 of Report.)

5' 6"										Progressive No.
5		6		7		8		9		
Calcutta Port Commissioners		Oudh and Rohilkhand.		North Western.		Great Indian Peninsula.		B. B. & C. 1 (a) to (d) and (k) and (l).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
496,363	2,46,983	607,202	31,65,647	1,671,813	1,44,86,964	1,561,769	2,02,08,652	687,524	48,38,100	
47	50	5,735	21,968	7,013	70,613	8,544	1,18,326	1,420	21,860	XVI
4	7	1,085	16,924	1,861	61,582	3,194	55,794	1,986	13,274	
71	95	820	10,905	1,725	45,208	547	21,805	947	14,899	
...	...	...	...	185	3,341	299	1,972	29	304	
...	...	43	428	399	3,975	1,851	31,386	635	7,214	XVII
1,240	1,479	3,398	24,852	1,626	20,367	2,235	36,875	1,590	19,322	
4*	37	34	195	83	1,732	525	9,825	173	2,195	
85	81	167	1,235	617	8,336	1,055	19,362	643	9,717	
267	189	2,221	11,985	706	5,187	2,303	34,826	402	4,048	
27	24	52	176	361	3,271	7,441	1,07,512	406	3,375	
13,570	9,845	10,970	61,833	33,837	5,00,419	29,944	4,61,735	20,269	1,95,923	
6,407	2,437	2,329	20,178	10,716	1,87,320	4,618	99,529	5,888	74,190	
...	
2,083	1,534	1,012	4,541	2,468	40,814	43,567	3,79,535	3,036	33,988	
40	48	14,840	82,219	18,524	3,52,949	50,878	7,05,745	15,648	1,60,793	XVIII
29	58	106	461	470	4,609	787	11,280	877	5,449	
514	637	66	424	2,309	29,193	2,504	36,189	736	9,672	
631	788	787	4,603	3,393	31,855	202	829	225	810	
524	334	634	4,010	3,387	34,328	7,792	85,221	2,967	25,572	
1,114	794	4,865	20,060	225	1,133	44,004	3,07,313	17,834	1,54,327	XIX
...	...	56	262	43	903	5,127	51,932	500	4,646	
34,162	19,452	42,689	1,78,491	10,848	1,55,979	78,944	10,27,546	9,293	78,523	
908	471	11,753	49,304	715	4,530	17,533	2,57,021	14,260	1,30,802	
10,683	7,275	35,048	1,64,430	186,060	21,73,410	47,025	6,40,061	84,334	5,67,805	
890	689	10,358	44,773	20,817	1,72,377	101,474	12,26,166	20,536	1,16,991	
...	...	...	...	60,822	2,69,913	159,998	16,89,434	...	...
430	304	8,677	36,025	82,197	9,80,690	11,729	93,545	9,171	58,651	
6,263	6,048	1,232	26,780	95	1,205	436	12,383	1,944	63,208	XX
6,305	4,859	3,185	17,029	2,400	38,200	3,668	70,204	1,818	27,251	XXI
9	7	2,026	19,628	21,709	4,04,343	35,571	5,83,734	20,074	2,01,280	XXII
669	666	2,118	12,769	7,918	86,896	16,178	2,53,963	6,406	62,739	
...	
1,150	1,159	1,249	13,538	10,385	1,64,102	26,012	3,10,913	25,979	1,19,088	
274	...	...	...	3	26	686	4,973	99	415	XXIII
3,832	...	...	...	...	...	1,382	7,670	1,002	4,472	
16,592	735	...	...	616	3,941	7,620	37,317	3,389	10,968	
34	...	...	...	...	...	2,771	22,618	520	387	
6,093	9	656	3,004	23,269	1,87,912	15,638	2,21,118	21,189	75,825	
90	47	70,035	2,92,778	110,462	7,48,960	187,743	16,44,376	164,245	4,53,002	XXIV
3,758	1,902	550	1,760	3,648	24,028	326	4,779	1,064	9,167	XXV
32	35	201	815	8,207	74,687	2,829	36,450	724	10,863	
615,280	3,09,078	846,499	43,14,030	2,311,937	2,13,85,298	2,496,749	3,09,29,953	1,149,802	75,91,115	

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE.	5' 6"										
	CLASSIFICATION NO.	1		2		3		4				
	Railways.	East Indian.		Eastern Bengal.		Bengal Central.		Bengal-Nagpur, (a) & (b)				
	Description of commodity— <i>cond.</i>	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
XXVI	Brought forward . . .	7,906,707	3,93,94,047	1,528,590	71,65,602	134,369	3,85,417	1,522,708	49,99,046			
	SILK—											
	1. Raw—											
	(a) Foreign	1	16	181	1,827	{	...	...	...
	(b) Indian	897	12,711							354	6,209	
XXVII	2. Piece-goods—											
	(a) Foreign	3	70	...	...	...	...	...	...
	(b) Indian	111	4,866	...	...	...	...	...	...
	SPICES—											
	1. Betel-nuts	10,885	2,40,690	9,399	79,798	4,649	16,515	2,733	26,118			
XXVIII	2. Cardamoms	439	11,350	267	5,663	...	...	...	...
	3. Chillies	7,615	1,37,334	2,581	15,794	217	588	3,476	37,076			
	4. Ginger	711	7,215	889	13,903	...	...	...	...
	5. Pepper	845	20,460	282	5,038	...	1	...	...	
	6. Others	7,296	1,38,216	1,631	10,348	317	944	2,531	18,097			
XXIX	STONE AND LIME	215,137	8,72,299	23,327	35,027	1,648	2,050	31,195	1,28,569			
XXX	SUGAR—											
	1. Refined or crystalized, includ- ing sugar-candy	16,381	1,43,097	8,197	52,073	437	1,714	8,062	56,764			
	2. Unrefined—											
	(a) Sugar	65,065	3,79,294	11,962	56,706	3,972	8,755	...	...	
	(b) Gur, rab, jaggree, mo- lasses and other sac- charine produce	133,961	6,04,723	16,929	84,838	975	2,868	12,509	1,18,410			
XXXI	TEA—											
	1. Foreign	1	10	38,146	7,64,303	{	...	...	...
	2. Indian	1,255	23,324							...	4	270	2,486
XXXII	TOBACCO—											
	1. Unmanufactured	32,758	3,21,931	33,469	3,22,894	1,237	5,575	4,352	36,173			
	2. Manufactured—											
	(a) Cigar	133	3,874	208	3,088	{	...	10	...			
	(b) Other sorts	1,523	36,616							...	76	409	6,452
XXXIII	WOOD—											
	1. Timber, unwrought	61,116	2,08,786	10,152	45,384	2,149	6,640	33,065	1,45,775			
	2. Manufactures	6,453	70,783	2,394	18,643	264	1,172	1,719	11,612			
XXXIV	WOOL—											
	1. Raw	7,812	35,845	1,179	29,897	...	...	...	...
	2. Manufactured—											
	(a) Carpets and rugs	1,020	17,361	76	731	{	...	...	...
	(b) Piece-goods, European	126	1,267						
	(c) Piece-good, Indian	754	17,093						
	(d) Other sorts of manufac- tures	901	22,866						
XXXV	ALL OTHER ARTICLES OF MER- CHANDISE—											
	1. Bones	16,236	93,749	90,760	5,61,299	4,863	17,211	{	...			
	2. Firewood	26,678	51,959						
	3. Indigo seed	8,914	68,786						
	4. Paints and colours	2,005	28,992						
	5. Seeds other than oil-seeds	9,047	56,162						
	6. Manures
	7. Lucifer matches
	8. Others	419,742	39,13,823						
TOTAL	8,956,528	4,69,39,615	1,780,619	92,72,856	155,108	4,49,530	1,685,949	59,09,416				
XXXVI	ANIMALS—											
	1. Horses	1,449	87,634	13	413	...	...	61	4,609	
	2. Cattle	2,252	52,574	70	615	...	8	36	509			
	3. Sheep, etc.	1,782	51,944	162	1,477	...	5	1,907	18,334			
	4. Elephants . . . . .	...	...	...	...	...	...	...	...

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.(and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report.)

5' 6'										Progressive No.
5		6		7		8		9		
Calcutta Port Commissioners		Oudh and Rohilkhand.		North Western.		Great Indian Peninsula.		Bombay, Baroda and Central India (a) to (e) & (k) & (l).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
615,280	3,09,078	846,499	43,14,030	2,311,937	2,13,85,298	2,496,749	3,09,29,953	1,149,802	75,91,115	XXVI
66	106	351 123	7,577 3,837	155 79	2,365 4,572	405 1,531	9,998 28,518	XXVII
9	16	2	84	30 65	640 1,444	82 5	3,708 489	63 67	2,095 1,768	
2,683 253 77 127 183 809	2,543 258 82 110 223 758	2,022 45 1,204 324 115 902	34,391 478 9,437 3,120 1,179 5,374	522 186 4,402 1,065 656 3,207	5,566 2,826 40,368 13,025 19,532 30,058	7,148 59 9,767 466 587 9,122	1,61,269 2,304 1,21,411 11,718 21,888 1,44,738	1,059 22 3,063 669 435 8,978	18,582 535 38,758 7,212 9,693 93,861	
3,428	1,598	62,264	98,710	358,234	4,42,863	87,870	2,45,355	35,745	87,813		XXVIII
33,689	20,799	8,651	40,236	61,071	11,82,967	55,805	10,00,250	35,995	4,26,968	XXIX
3,859	3,049	57,623	2,65,361	10,156	80,955	9,456	1,00,635	514	4,087	XXX
1,632	1,597	103,035	3,89,672	137,625	9,26,735	87,571	12,28,709	31,079	1,79,434	
52,814	6,470	1,814	12,604	457 2,341	12,794 37,832	97 682	1,976 19,263	242 206	3,538 3,583	
1,694	1,560	5,960	27,703	15,248	1,47,033	8,906	96,917	25,314	1,57,964		XXXI
13 60	28 107	57 239	729 1,758	154 1,258	5,249 30,241	882 330	33,060 7,671	420 837	3,283 5,020	XXXII
3,772 493	3,219 251	83,131 4,382	1,45,425 21,982	78,170 6,838	2,69,904 62,911	84,324 2,407	3,64,416 28,319	17,149 3,440	1,01,395 26,870	XXXIII
1,769	2,016	310	1,378	12,464	3,46,071	915	17,490	2,165	47,298	XXXIV
2 21	11 24	1 ...	4 ...	228 975	4,357 19,112	57 230	2,408 8,208	192 137	5,229 3,019	
...	...	275	3,209	1,715	33,454	341	11,793	336	7,244	
...	...	..	...	559	13,482	986	15,844	11	131
...	...	145,011	7,41,005	30,163	2,05,558	30,175	1,31,772	XXXV
...	...			101,147	1,67,790	69,598	1,01,683	51,127	1,90,067	
...	
559	327			...	...	...	...	...	...
...	
26,757	18,515			1,141 350,889	59,770 17,45,641	...	...	...	...
750,055	3,72,747	1,323,866	61,17,869	3,493,377	2,73,04,890	3,088,027	3,63,71,348	1,579,509	1,00,78,779	
...	...	689	13,639	3,351	1,05,686	521	31,870	137	4,124	
...	...	353	4,058	1,872	33,451	16,753	1,47,960	11,923	1,56,708	
...	...	7	310	141	5,080	12,281	2,05,388	7,939	1,49,041	
...	

Appendix 19.
Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

Pro- gressive No.	GAUGE.	5' 6"						3' 3½"	
	CLASSIFICATION No.	9		10		11		12	
	Railways.	Rajputana-Malwa. (f. to g.) (3' 3½")		Nizam's Guaranteed State.		Madras.		Bengal Doonars.	
	Description of commodity.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL INCLUDING DRAPERY, HAPERDASHERY, MILINARY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES.	474	14,071	166	4,331	219	3,890	22	126
II	Coal and coke carried for the public and foreign railways . . .	15,206	62,870	375,090	12,49,327	542,246	13,64,531	3,956	8,946
III	COTTON—								
	1. Raw	66,121	9,87,942	12,725	1,29,110	18,750	1,84,869	...	...
	2. Manufactured—								
	(a) Twist and yarn, European	226	2,413	3,219	41,266	5,447	46,235	...	...
	(b) Twist and yarn, Indian	13,663	3,54,407	2,932	44,379	15,405	1,13,126	44	125
	(c) Piece-goods, European	7,928	1,61,937	2,645	40,355	6,550	69,373	417	1,575
	(d) Piece-goods, Indian	25,136	6,75,386	1,626	23,042	8,678	89,993	22	133
	(e) Others	451	16,110	90	1,492	280	2,936	...	...
IV	CHEMICALS, EXCEPTING SALT-PETRE	3	57	80	1,578	74	2,098	1	5
V	DRUGS—								
	1. Intoxicating other than opium	130	1,911	22	441	5	160	...	...
	2. Non-intoxicating—								
	(a) Medical preparations	5	91	81	1,385	328	4,426	...	...
	(b) Others	1,896	38,548	858	8,586	2,953	26,430	19	125
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia)	171	571	...	...	7	46	...	...
	2. Alizine and aniline dyes	256	5,760	216	3,483	324	4,225	...	...
	3. Cutch	99	1,163	129	1,496	51	409	...	...
	4. Indigo	337	5,257	136	2,056	1,581	18,328	...	...
	5. Myrabolans	302	2,881	383	2,072	2,081	10,616	...	...
	6. Tanning barks	799	7,794	4,189	23,390	28,331	1,62,843	...	...
	7. Turmeric	3,467	47,465	1,105	13,860	11,463	72,344	...	...
	8. Others	3,178	80,168	303	4,068	1,083	10,572	...	...
VII	FODDER—								
	1. Oil-cake	6,074	33,882	2,279	13,050	5,028	21,738	...	...
	2. Hay, straw and grass	3,471	15,680	2,732	6,486	1,785	6,530	121	434
VIII	FRUITS AND VEGETABLES, FRESH .	27,083	1,58,039	2,454	22,524	8,839	56,157	7	46
IX	GRAINS AND PULSE—								
	1. Grams and pulse	199,481	23,40,669	29,968	1,61,814	99,202	5,31,434	1,037	3,001
	2. Jawar and bajra	174,050	14,43,389	44,735	2,04,225	70,660	2,81,753	...	...
	3. Rice in the husk	2,887	14,922	892	4,568	165,231	6,66,984	570	1,590
	4. Rice not in the husk	63,113	4,03,866	48,894	2,92,157	135,117	6,58,649	9,077	26,242
	5. Wheat	193,642	21,82,970	13,469	71,863	2,406	11,523	...	...
	6. Wheat flour	8,168	54,093	2,596	15,068	4,720	35,899	111	497
	7. Others	115,629	10,90,359	2,190	9,195	68,270	3,26,607	260	465
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned	49	487	46	719	3,752	37,971	...	...
	(b) Raw	2,602	31,280	722	6,688	5,961	56,768	78	271
	2. Skins of sheep, etc.—								
	(a) Dressed or tanned	150	731	70	1,170	7,345	58,248	...	...
	(b) Raw	2,964	31,928	2,225	20,354	22,495	1,77,004	...	...
XI	HORNS	137	1,217	271	3,145	546	3,555	...	...
XII	HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE . . .	1,471	14,000	307	3,406	2,094	8,476	...	...
XIII	JUTE—								
	1. Raw	3,447	35,990	13	133	79	656	7,536	16,696
	2. Gunny bags and cloth	16,100	1,32,246	4,271	35,886	12,015	78,204	61	140
XIV	LAC	448	4,216	25	345	108	936	...	...
XV	LEATHER—								
	1. Unwrought	469	4,351	1,067	13,471	807	6,420	...	...
	2. Wrought, excepting boots and shoes	801	10,550	158	2,306	519	9,594	...	...
	Carried over	962,084	1,04,65,667	565,379	24,84,290	1,262,835	52,22,556	23,339	60,417

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.
35 and 36 of Report.)

3' 38"												Progressive No.
13 (a)		14		15		16		17				
Dibra-Sadya.		Assam-Bengal.		Deoghur.		Bengal and North-Western.		ROHILKUND AND KUMAON SYSTEM.				
								R. & K. (a) & (b).		Fowayan Light (c).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	I
...	...	219	2,658	..	...	487	4,933	347	4,205	11	43	II
243,608	4,28,878	13,214	31,320	...	...	43,148	74,776	537	634	...	...	III
215	3,097	888	6,572	...	...	934	8,928	53	308	2	6	III
...	...	602	2,566	36	9	225	1,607	4	18	...	...	IV
...	...	85	723	5	2	4,406	34,747	1,701	8,850	6	16	IV
...	...	2,601	17,231	250	65	19,053	142,318	13	92	...	...	V
...	...	123	1,454	30	9	4,062	30,527	1,639	14,112	80	151	V
...	...	35	183	...	...	17	146	55	490	1	5	V
...	...	204	1,444	...	...	47	341	66	610	1	1	VI
...	...	5	90	...	...	169	2,030	75	889	1	3	VI
31	483	76	1,106	...	...	...	...	15	207	...	...	VII
...	...	72	470	...	...	2,296	15,525	1,407	10,032	6	10	VII
...	1	6	7	60	...	...	VIII
...	...	1	4	...	...	40	379	8	56	...	...	VIII
...	...	51	172	...	...	571	3,383	276	1,056	4	12	IX
...	2,227	18,374	20	108	...	...	IX
...	...	6	21	...	...	25	147	9	56	...	...	X
...	...	1	1	...	...	462	2,267	965	3,113	...	...	X
...	...	40	275	...	...	3,333	27,278	463	2,440	29	83	XI
...	...	41	514	...	...	523	3,093	35	383	...	...	XI
...	...	209	661	15	4	5,556	12,733	308	875	2	3	XII
...	...	268	484	...	...	3,856	21,871	628	1,431	2	3	XII
...	...	850	5,604	3	5	9,164	26,656	3,748	31,596	64	158	XIII
19,108	1,39,527	2,038	10,715	750	186	73,562	2,62,472	36,030	78,533	140	175	XIII
		24	205	...	...	2,803	10,732	6,329	16,105	177	244	XIII
		2,813	6,779	100	28	29,448	88,248	3,227	8,858	106	206	XIII
		78,687	3,13,165	60	17	175,786	6,95,960	11,637	24,582	40	75	XIII
		343	2,711	...	...	29,357	1,26,902	24,109	60,484	1,527	2,097	XIII
		1,401	8,470	15	4	1,187	8,539	719	3,330	7	10	XIII
...	...	48	267	...	...	130,889	5,43,669	24,587	61,791	677	946	XIII
...	...	8	108	...	...	5	33	...	...	...	...	XIV
...	...	418	3,005	...	...	5,536	29,869	622	2,695	46	127	XIV
...	1	...	...	12	70	...	...	...	...	XV
...	...	46	424	...	...	2,482	12,407	280	1,148	4	15	XV
...	...	7	69	...	...	72	477	81	374	1	2	XVI
...	...	82	267	...	...	103	448	3,288	11,571	236	374	XVI
...	...	24,178	59,964	...	...	1,034	5,175	2,793	9,612	40	83	XVII
...	...	680	3,329	12	4	14,206	78,102					XVII
...	...	727	2,292	15	5	1,913	7,440	73	362	1	1	XVIII
...	12	...	...	1	4	11	88	...	1	XIX
...	...	4	67	...	...	43	379	9	71	1	1	XIX
262,962	5,71,985	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,225	3,212	4,851	

Appendix 19.
Principal Commodities—Details.

APPEN

Principal commodities carried by each railway (by systems).

(Referred to in paragraphs

3. Progressive No.	GAUGE.	5' 6" — 4' 6" included.						5' 3 1/2"	
		9		10		11		12	
		Rajputana-Malwa (J) to (J). (5' 3 1/2")		N. G. S. system.		Madras.		Bengal Nooars.	
		Description of commodity—contd.		Quantity.		Quantity.		Quantity.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	962,084	1,04,65,667	565,379	24,84,200	1,262,835	51,22,556	23,239	6,417
XVI	LIQUORS—								
	1. Ale and beer	3,300	23,425	1,230	9,370	3,604	33,494	...	...
	2. Spirits of all kinds, including country spirits.	305	8,161	268	4,010	3,944	30,301	...	...
	3. Wine	570	9,120	58	928	153	2,835	2	13
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	13	359	1,160	5,134	1,905	8,777	...	...
XVII	METALS—								
	1. Brass, unwrought	857	14,941	237	1,990	1,009	8,571	...	...
	2. Brass, wrought	3,021	43,401	247	2,715	707	7,319	5	11
	3. Copper, unwrought	220	3,762	45	392	143	1,231	...	...
	4. Copper, wrought	689	12,107	101	1,217	83	643	...	...
	5. Iron and steel—								
	(a) Cast	208	3,538	198	2,206	1,700	21,832	118	759
	(b) Unwrought	509	5,190	2,296	17,288	3,027	18,369	...	...
	(c) Wrought	17,573	2,04,226	3,749	35,200	11,267	1,14,800	615	2,118
	(d) Manufactures	2,756	29,635	1,629	18,107	7,056	43,624	793	5,499
	6. Zinc and spelter	...	...	...	...	...	...	...	...
	7. Others	5,468	72,226	805	9,984	4,020	27,153	832	4,517
XVIII	OILS—								
	1. Kerosine	9,160	86,377	6,403	48,348	28,855	1,75,642	636	2,591
	2. Castor	994	7,437	237	2,351	1,693	6,391	...	...
	3. Coconut	447	9,038	276	3,032	2,055	20,577	...	...
	4. Mustard and rape	900	8,565	...	3	159	928	56	294
	5. Others	2,013	17,812	2,987	27,399	5,777	35,596	19	122
XIX	OIL-SEEDS—								
	1. Castor	23,474	33,678	46,404	2,63,536	23,413	81,183	...	...
	2. Earthnuts	408	6,522	172	1,401	3,131	15,023	...	...
	3. Linseed	9,641	60,773	9,741	55,281	288	753	...	...
	4. Poppy	17,395	1,28,262	163	801	115	805	...	...
	5. Rape and mustard	113,030	10,53,302	122	607	581	3,414	304	553
	6. Til or jinjili	22,876	1,86,650	17,053	1,00,956	26,318	1,27,042	3	21
	7. Cotton seed	...	...	...	...	...	...	...	...
	8. Others	8,728	48,012	11,037	51,631	34,469	1,87,835	...	...
XX	OPIMUM	3,399	56,575	37	1,612	38	1,221	...	...
XXI	PAPER AND PASTE-BOARD	1,548	25,764	691	8,917	680	8,551	3	6
XXII	PROVISIONS—								
	1. Dried fruits	12,030	1,45,807	13,850	1,13,127	16,332	59,480	7	24
	2. Ghee	9,700	1,40,416	1,815	22,138	4,204	41,025	...	...
	3. Potatoes	...	...	2,742	21,356	...	...	...	...
	4. Others	7,436	50,858	...	...	76,035	5,31,265	234	1,128
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives, engines and tenders and parts thereof.	71	301	...	...	268	1,491	14	...
	2. Carriage and trucks and tenders and parts thereof.	1	2	...	...	1	51	...	...
	3. Materials—								
	(a) Steel rails and fish plates.	2,726	15,736	1,591	9,626	1,755	14,640	86	...
	(b) Sleepers and keys of steel and castiron.	2,203	14,375	368	2,974	1,168	4,056	...	...
	(c) Sleepers of wood	...	...	362	2,861	...	...	...	...
	(d) Others	15,575	35,768	...	...	386	2,238	81	16,696
XXIV	SALT	269,940	22,89,678	35,654	2,05,715	79,961	4,03,819	2,64	...
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—								
	1. Saltpetre	5,448	35,026	216	1,669	123	1,300	...	...
	2. Other saline substances	1,809	11,669	1,052	6,616	8	36	...	...
	Carried over	1,539,724	1,53,74,220	730,471	35,48,644	1,615,095	72,69,832	31	60,417

and the earnings therefrom during the Calendar year 1901.

Appendix 19.
Principal Commodities—Details.

35 and 36 of Report.)

3' 11"												Progressive No.
14 (a)		14				16		17				
Dibru-Sadiya.		Assam-Bengal.		Deoghur.		Bengal and North-Western.		ROHILKUND AND KUMAON SYSTEM				
								R & K. (a) & (b).		Powayan Light (c).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
262,962	5,71,985	131,095	4,85,403	1,291	338	569,041	23,02,991	126,174	3,61,225	3,212	4,851	
179	1,637	97	751	...	...	73	403	891	4,905	...	...	XVI
		89	1,111	...	...	3	17	48	552	1	6	
		84	1,119	...	...	183	1,836	136	1,730	22	92	
		...	1	...	...	...	...	...	...	...	...
3,584	31,703	12	129	4	6	293	1,602	99	397	12	17	XVII
		174	1,121	...	...	1,518	9,811	387	2,187	83	124	
		1	11	...	...	25	113	14	79	...	...
		17	225	...	...	162	1,346	31	190	2	2	
		64	560	...	...	773	3,902	297	1,700	4	8	
		8	56	100	28	61	301	273	1,228	3	6	
		1,725	10,830	15	5	7,455	31,895	1,943	10,326	50	87	
		1,029	9,851	...	...	3,832	17,792	216	1,265	12	20	
3,454	6,797	527	4,752	...	...	2,186	14,980	161	921	25	33	XVIII
		3,376	14,101	100	29	15,597	50,358	1,942	6,102	33	53	
		16	156	...	...	243	1,209	21	106	1	2	
		36	252	...	...	189	1,048	9	72	...	...
		463	2,383	...	...	262	1,744	119	749	...	1	
		98	785	40	13	427	3,430	20	235	...	...
		14	45	10	3	5,312	14,144	3,637	9,727	13	23	XIX
		4	14	...	...	...	...	...	...	...	...
...	...	238	518	...	...	103,506	3,60,236	9,534	21,994	291	290	
...	...	1	2	...	...	3,555	17,317	2,009	3,476	2	2	
...	...	494	2,030	...	...	16,505	86,357	9,062	30,875	363	523	
...	...	929	3,223	...	...	635	2,517	1,539	3,808	150	234	
...	...	37	174	...	...	...	...	...	...	...	...
...	...			16,143	69,996	227	616	23	22			
...	...	3	56	...	...	2,894	52,824	199	2,156	...	...	XX
...	...	82	474	...	...	401	2,576	53	388	...	1	XXI
211	1,838	80	484	...	...	963	10,885	290	2,445	14	41	XXII
		240	1,832	3	5	4,299	29,809	256	1,540	12	33	
		...	...	20	6	...	...	...	...	22	40	
		4,493	29,539	...	...	6,185	27,496	610	4,717	33	69	
...	...	...	...	...	...	...	...	...	...	...	...	XXIII
...	...	3	25	...	...	...	...	...	...	...	...
...	...	112	235	...	...	...	...	5	16	...	...
...	...	...	...	...	...	165	197	...	...	...	...
...	...	117	308	...	...	...	...	3,110	11,976	13	25	
...	
377	3,192	5,178	14,190	90	24	91,529	2,58,376	13,144	33,684	182	288	XXIV
...	...	25	102	...	...	11,128	34,709	46	135	...	1	XXV
...	...	5	35	...	...	239	856	157	499	...	1	
270,767	6,17,152	150,966	5,86,883	1,673	457	866,157	34,13,121	176,670	5,22,021	4,578	6,895	

Appendix 19. Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

Pro- gressive No.	GAUGES.	5' 6"						3' 3½"	
	CLASSIFICATION NO.	9		10		11		12	
	Railway.	Rajputana-Malwa (f) to (j). (3' 3½")		Nizam's Guaranteed State.		Madras.		Bengal Doonars.	
	Description of commodity—concl'd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
XXVI	Brought forward	1,539,724	1,53,74,220	730,471	35,48,644	1,615,095	72,69,832	31,358	85,307
	SILK—								
	1. Raw—								
	(a) Foreign	246	13,043	8	163	3	71	...	...
	(b) Indian	12	522	1	31	168	3,235	...	...
XXVII	2. Piece-goods—								
	(a) Foreign	82	4,855	1	14	3	91	...	...
	(b) Indian	27	1,300	...	26	45	433	...	...
	SPICES—								
	1. Betel-nuts	763	10,064	1,123	11,132	9,870	89,365	88	228
XXVIII	2. Cardamoms	36	1,224	2	38	8	85	12	58
	3. Chillies	4,270	48,329	6,543	69,413	14,786	1,02,273	...	...
	4. Ginger	302	7,648	103	1,070	527	3,680	6	12
	5. Pepper	372	12,806	41	513	1,076	13,361	...	...
	6. Others	12,691	1,37,274	1,799	16,345	3,539	18,470	...	...
XXVIII	STONE AND LIME	35,095	1,02,509	9,981	36,922	72,506	1,01,062	296	973
XXIX	SUGAR—								
	1. Refined or crystalized, includ- ing sugar-candy.	27,219	2,81,850	4,200	33,506	12,709	67,060	10	30
	2. Unrefined—								
	(a) Sugar	46,924	3,84,207	993	8,392	5,641	20,842	59	175
	(b) Gur, rab, jaggree, molas- ses and other saccha- rine produce.	104,006	13,06,307	8,127	63,032	59,842	2,64,317	284	1,154
XXX	TEA—								
	1. Foreign	212	5,413	20	275	23	178	...	...
	2. Indian	188	2,956	44	925	681	10,518	30,545	2,13,140
XXXI	TOBACCO—								
	1. Unmanufactured	14,207	1,50,913	2,351	34,588	20,115	1,15,043	2,631	5,332
	2. Manufactured—								
XXXII	(a). Cigar	137	4,643	80	1,252	825	9,485	...	...
	(b). Other sorts	660	7,575	28	425	1,032	14,458	8	50
	WOOD—								
XXXIII	1. Timber, unwrought	16,199	73,919	16,377	65,371	1,68,339	4,81,508	748	2,139
	2. Manufactures	3,362	16,441	1,350	11,819	7,361	43,156	612	3,150
	WOOL—								
XXXIV	1. Raw	4,399	74,873	126	960	1,643	16,430	...	...
	2. Manufactured—								
	(a) Carpets and rugs	186	7,730	91	1,405	430	3,673	...	...
	(b) Piece-goods, European	189	7,657	10	115	258	6,436	...	...
	(c) Piece-goods, Indian	595	16,488	244	3,177	281	3,770	...	...
XXXV	(d) Other sorts of manu- factures.	16	229	1	13	535	6,894	...	...
	ALL OTHER ARTICLES OF MER- CHANDISE—								
	1. Bones . . . .	...	...			...	...
	2. Firewood	59,731	71,601			...	...
	3. Indigo seed . . . .	...	...			...	...
XXXVI	4. Paints and colors . . . .	...	...			...	...
	5. Seeds other than oil-seeds . . . .	...	...	31,392	2,24,496	...	...	6,468	24,811
	6. Manures . . . .	...	...			...	...
	7. Lucifer matches . . . .	...	...			...	...
	8. Others	157,595	12,15,157			87,900	7,71,112		
XXXVII	TOTAL	2,029,445	1,93,45,753	815,510	41,34,062	2,085,241	94,36,838	73,125	336,559
	ANIMALS—								
	1. Horses	248	8,941	158	4,601	777	30,088	...	...
	2. Cattle	12,406	2,13,642	19	464	856	6,156	...	...
	3. Sheep, etc. . . .	2,225	29,218	59	919	486	7,282	...	...
XXXVIII	4. Elephants . . . .	...	...	...	...	...	...	...	...

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3' 31"												Progressive No.
13 (a)		14		15		16		17				
Dibru-Sadiya.		Assam-Bengal.		Deoghur.		Bengal and North-Western.		ROHILKUND AND KUMAON SYSTEM.				
								R. & K. (a) & (b).		(c) Pawayan Light.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
270,767	6,17,152	150,966	5,86,883	1,673	457	866,157	34,13,121	176,670	5,22,021	4,578	6,895	XXVI
...	
...	...	20	168	...	...	5	27	...	...	...	...
...	XXVII
...	...	1	13	...	...	...	...	...	...	...	...
...	...	1,241	8,392	...	...	2,574	17,820	140	1,289	1	1
...	2	226	2,025	24	112	XXVIII
...	...	292	1,560	...	...	2,761	19,285	284	1,643	8	19
...	...	1	11	...	...	234	1,753	94	517	10	33
...	...	36	230	266	1,947	17	116	XXIX
...	...	88	660	...	...	3,315	26,305	460	1,490	47	88
1,330	3,887	575	1,577	...	...	9,632	24,383	2,803	5,494	32	59
298	2,626	307	1,356	18,555	89,113	353	1,426	XXX
		1,034	4,540	5	2	12,812	62,959	5,385	13,777	1,009	1,008	
		2,639	11,298	35	9	49,534	2,38,783	29,380	99,219	217	288	
7,608	63,961	XXXI
		10,762	94,434	...	...	18	147	268	3,901	...	...
		391	2,591	25	7	28,199	1,91,661	995	5,389	12	31	
...	...	7	128	26	286	18	243	XXXII
...	...	211	1,504	5	1	230	1,812	697	3,317	16	34	
4,317	20,075	535	2,288	...	...	15,018	26,088	25,584	80,401	311	615
...	...	1,619	10,638	2,100	10,738	747	4,040	42	102	XXXIII
...	...	...	5	...	...	88	1,617	248	2,181	...	...
...	...	...	...	...	...	4	26	11	77	...	...
...	4	48	XXXIV
...	...	...	2	...	...	149	1,355	9	82	...	...
...	...	11	138	...	...	32	213	69	413	2	3
9,235	37,110	Included with others.	XXXV
			
			
...	...	8,231	47,806	...	...	32,911	1,50,977	21,779	83,267	...	...
293,555	7,44,811	178,967	7,76,224	1,743	476	1,067,296	43,49,232	312,950	8,73,105	14,230	28,251	
...	...	5	74	12	352	9	86	XXXV
69	477	8	130	...	...	29	626	6	106	...	...
...	...	75	924	...	...	68	1,406	...	...	...	...
...	

Appendix 19.
Principal Commodities—Details.

Principal commodities carried by each railway (by systems)

(Referred to in paragraphs

Pro- gressive No.	GAUGE.	S'ist.							
	CLASSIFICATION No.	18		19		20		21	
	Railway.	✓ Jodhpur-Bikaner.		✓ Udaipur-Chittor.		Bhavnagar-Gondal-Junagadh-Verbanjar.		Southern Mahratta.	
	Description of commodity—contd.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
I	APPAREL, INCLUDING DRAFERY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES.	111	897	6	63	167	1,495	230	3,478
II	COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.	13,070	19,276	7	14	91	228	2,212	12,787
III	COTTON—								
	1. Raw	9,776	24,783	340	2,035	12,391	81,815	3,8,834	1,87,270
	2. Manufactured—								
	(a) Twist and yarn, European.	31	91	1	6	24	196	2,554	24,385
	(b) Twist and yarn, Indian	467	2,818	10	74	591	2,940	9,639	85,816
	(c) Piece-goods, European .	800	9,009	20	151	549	5,108	3,660	35,743
	(d) Piece-goods, Indian .	2,279	13,360	340	2,755	1,002	7,319	4,460	5,019
	(e) Others	57	197	1	5	8	107	453	4,521
IV	CHEMICALS, EXCEPTING SALT-PETRE.	121	167	...	...	51	692	526	5,607
V	DRUGS—								
	1. Intoxicating other than opium.	13	72	1	7	24	344	91	3,281
	2. Non-intoxicating —								
	(a) Medical preparations .	2	21	...	...	50	581	149	2,445
	(b) Others	831	3,306	46	333	71	603	530	4,850
VI	DYES AND TANS—								
	1. Al (Morinda Citrifolia) .	..	...	25	153	43	160	1	15
	2. Alizarine and aniline dyes .	17	47	7	52	71	485	174	1,738
	3. Cutch . . . . .	...	9	1	6	5	32	176	1,226
	4. Indigo	54	732	3	34	1	13	166	1,919
	5. Myrabolams	31	121	1	3	64	297	4,121	18,755
	6. Tanning barks	9	40	11	55	15	72	17,616	51,050
	7. Turmeric	246	1,535	66	500	216	1,172	6,550	43,842
	8. Others	485	2,412	24	196	188	1,141	635	4,798
VII	FODDER—								
	1. Oil-cake	78	283	7	32	261	1,505	5,075	16,857
	2. Hay, straw and grass . .	1,772	5,809	53	214	59	2,906	1,243	6,015
VIII	FRUITS AND VEGETABLES, FRESH .	1,542	5,012	138	1,001	4,228	19,036	11,876	77,392
IX	GRAIN AND PULSE —								
	1. Gram and pulse	5,706	26,823	1,588	6,015	5,460	21,266	52,072	3,35,045
	2. Jawar and bajra	42,744	1,56,260	431	1,831	33,179	1,01,508	98,847	5,38,406
	3. Rice in the husk	3,139	7,392	56	249	163	441	8,339	34,721
	4. Rice not in the husk . . .	24,630	79,554	970	4,590	15,935	67,418	66,135	4,26,293
	5. Wheat	15,059	53,463	3,778	16,243	10,732	61,155	10,183	55,355
	6. Wheat flour	484	1,956	20	105	139	827	1,655	12,775
	7. Others	14,074	70,030	11,241	37,277	7,875	27,858	23,860	1,07,298
X	HIDES AND SKINS—								
	1. Hides of cattle—								
	(a) Dressed or tanned . .	16	136	...	...	18	106	32	195
	(b) Raw	541	3,952	155	872	149	974	773	5,809
	2. Skins of sheep, etc.—								
	(a) Dressed or tanned . .	2	20	...	...	34	316	298	1,210
	(b) Raw	417	1,867	124	950	122	823	6,105	40,663
XI	HORNS	2	31	8	51	20	132	302	2,579
XII	HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE.	80	474	4	33	2	24	1,905	13,254
XIII	JUTE—								
	1. Raw	100	488	6	42	1	6	199	862
XIV	LAC	2,717	11,231	239	1,257	1,721	5,453	6,539	40,802
		68	350	4	63	9	34	24	128
XV	LEATHER—								
	1. Unwrought	21	111	...	...	129	930	532	6,627
	2. Wrought, excepting boots and shoes.	285	694	14	86	27	259	280	3,213
	Carried over	141,880	5,04,852	19,755	78,253	101,894	4,11,973	395,507	22,77,054

DIX 19—continued.

Appendix 19.
Principal Commodities—Details.

and the earnings therefrom during the Calendar year 1901.

35 and 36 of Report.)

3' 31'						2' 6"				2' 0"		Progressive No.
22		23		24		25		26		30		
West of India Portu- guese.		South Indian.		Burma		Morvi.		Barsi.		Darjeeling-Himalayan.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons. ...	Rs. ...	Tons. 148	Rs. 3,622	Tons. 361	Rs. 7,354	Tons 19	Rs. 155	Tons. 1	Rs. 4	Tons. 145	Rs. 3,821	
...	...	21,834	27,163	123	149	161	574	12	17	1,312	12,141	I
8,241	29,054	22,630	1,29,055	1,518	9,772	1,950	14,303	25,431	69,524	1	25	III
458	2,163	2,940	29,790	4,177	67,269	...	...	69	231	10	276	IV
		6,839	60,531	445	4,470	30	173	72	199	123	3,392	
279	1,377	7,561	1,06,429	4,742	68,001	2	13	206	733	405	10,899	
		3,341	36,861	356	4,595	197	1,253	61	231	93	2,161	
...	...	226	1,765	4	41	5	35	10	47	...	18	
...	...	77	1,962	133	3,215	5	63	9	28	...	...	IV
39	233	7	70	...	...	132	460	...	1	...	...	V
		276	2,308	92	1,919	13	135	4	18	31	568	
		2,148	18,564	153	1,821	148	787	47	1,02	57	1,450	
...	...	3	65	...	...	33	77	...	...	...	...	VI
...	...	523	5,883	...	...	3	16	10	34	...	...	6
...	...	166	1,064	1,209	10,764	1	2	35	93	...	...
...	...	474	3,883	...	2	1	5	4	15	...	...
30	145	619	4,182	41	424	...	2	11	25	...	...
...	...	5,397	44,045	162	938	...	...	12	48	8	162	
...	...	4,663	38,944	1,495	10,943	12	71	192	525	1	20	
399	948	1,469	10,346	156	1,524	28	194	56	171	57	1,305	
...	...	33,710	1,14,245	1,189	4,379	6	16	19	42	...	...	VII
...	...	611	1,936	131	1,059	137	-89	19	26	12	264	
4,839	14,156	27,193	1,53,055	15,529	1,08,177	135	641	22	61	1,446	18,800	VIII
8,899	21,847	49,391	2,13,423	15,807	1,08,672	3,390	10,641	3,520	7,592	316	4,877	IX
		15,699	73,136	3,483	29,690	7,330	22,395	900	1,984	...	...
		134,194	3,67,807	513,687	26,17,956	65	223	22	51	9	78	
		97,186	3,44,733	50,586	2,36,124	863	2,456	1,620	3,567	8,387	1,02,637	
...	...	1,097	6,296	760	3,715	2,011	7,408	1,324	2,827	...	7	
...	...	1,209	7,912	3,442	28,463	66	271	10	29	846	17,205	
...	...	15,906	73,170	3,587	27,450	130	429	57	135	390	3,315	
71	235	1,599	8,040	37	399	...	1	21	59	...	1	X
		1,961	15,816	1,238	12,711	41	210	8	23	213	2,868	
		1,669	26,021	4	24	...	...	1	2	...	...
...	...	4,895	29,770	7	85	31	226	83	199	1	9	
...	...	121	1,010	18	269	234	406	4	5	...	...	XI
36	156	1,888	29,508	...	4	27	132	34	92	2	42	XII
578	1,901	91	318	18	172	...	1	...	...	4	81	XIII
		9,647	44,820	10,366	51,764	231	829	1,350	3,352	130	1,640	XIV
...	...	288	1,278	391	4,919	2	8	4	10	...	...
...	...	11	106	36	512	21	157	...	1	...	...	XV
...	...	48	528	34	678	15	148	6	36	9	240	
23,869	72,225	479,755	20,39,460	635,517	34,30,423	17,475	64,827	35,266	92,169	14,008	1,88,308	

Appendix 19.
Principal Commodities—Details.

Principal commodities carried by each railway (by systems)
(Referred to in paragraphs

Pro- gressive No.	GAUGE.	3' 31"							
		18		19		20		21	
		CLASSIFICATION No.		CLASSIFICATION No.		CLASSIFICATION No.		CLASSIFICATION No.	
		Railway.		Railway.		Railway.		Railway.	
		Description of commodity—contd.		Description of commodity—contd.		Description of commodity—contd.		Description of commodity—contd.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
	Brought forward	141,880	5,04,852	19,755	78,253	101,894	4,11,973	395,597	22,77,054
XVI	LIQUORS—								
	1. Ale and beer	63	478	2	14	22	205	1,223	9,269
	2. Spirits of all kinds, including country sprits.	74	287	3	45	89	970	1,760	14,293
	3. Wine	18	221	3	30	19	154	64	913
	4. All other sorts, including toddy and fermented liquor other than ale and beer.	...	4	...	...	...	...	6,145	17,247
XVII	METALS—								
	1. Brass, unwrought	6	32	20	107	350	2,033	113	1,216
	2. Brass, wrought	79	507	9	49	182	1,605	896	9,296
	3. Copper, unwrought	3	16	...	2	291	1,683	35	400
	4. Copper, wrought	140	654	4	15	101	765	979	10,345
	5. Iron and steel—								
	(a) Cast	16	64	...	...	170	777	2,282	20,133
	(b) Unwrought	285	1,385	7	54	93	523	4,739	24,118
	(c) Wrought	1,588	6,116	95	511	676	4,425	4,512	33,406
	(d) Manufactures	499	1,670	81	347	359	1,714	4,623	39,562
	6. Zinc and spelter	...	...	...	...	346	2,096	...	...
	7. Others	372	2,031	41	288	...	...	854	6,856
XVIII	OILS—								
	1. Kerosine	580	2,236	211	1,087	3,122	14,397	22,947	1,23,038
	2. Castor	234	1,355	1	8	109	533	303	2,215
	3. Coconut	240	632	4	18	108	506	1,704	9,883
	4. Mustard and rape	10	51	6	43	105	212	3	10
	5. Others	504	2,609	14	90	265	1,409	2,219	13,585
XIX	OIL-SEEDS—								
	1. Castor	217	1,339	7	41	1,012	6,592	13,454	64,612
	2. Earthnuts	7	44	13	76	91	621	2,046	12,338
	3. Linseed	7	24	...	1	1	10	2,602	11,513
	4. Poppy	4	20	195	485	7	40	204	1,853
	5. Rape and mustard	2,796	11,450	19	60	14	58	502	3,054
	6. Til or jinjili	6,297	18,695	119	538	6,622	29,683	14,572	85,406
	7. Cotton seed	...	...	...	...	...	...	...	...
	8. Others	4,935	16,505	19	81	7,899	25,522	16,156	72,872
XX	OPIMUM	42	483	49	323	5	95	4	72
XXI	PAPER AND PASTE-BOARD	109	700	23	143	143	1,021	491	5,160
XXII	PROVISIONS—								
	1. Dried fruits	2,531	11,180	398	2,212	2,845	14,302	24,370	1,43,644
	2. Ghee	2,025	12,341	302	1,776	1,161	5,701	4,613	30,956
	3. Potatoes	...	...	...	...	...	...	...	...
	4. Others	1,156	5,935	99	554	5,337	31,699	12,924	68,090
XXIII	RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS—								
	1. Locomotives engines, and tenders, and parts thereof.	16	101	39	38	60	450	27	151
	2. Carriages and trucks and parts thereof.	13	26	...	...	...	...	19	111
	3. Materials—								
	(a) Steel rails and fishplates	715	3,617	...	...	1	—9	5	47
	(b) Sleepers and keys of steel and cast-iron.	1,812	6,332	...	...	...	...	...	...
	(c) Sleepers of wood	...	...	...	...	...	...	...	...
	(d) Others	14,381	27,647	8	4	6	14	113	1,010
XXIV	SALT	42,893	2,46,154	1,075	4,888	5,469	9,983	50,703	3,44,781
XXV	SALTPETRE AND OTHER SALINE SUBSTANCES—								
	1. Saltpetre	80	459	15	101	31	184	167	991
	2. Other saline substances	888	4,504	14	52	16	50	140	1,039
	Carried over	227,524	8,92,846	22,650	92,339	138,958	5,71,456	594,200	34,66,578

and the earnings therefrom during the Calendar year 1901.

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3' 3"						2' 6"				2' 0"		Pro- gressive No.
22		23		24		25		27		30		
West of India Portu- guese.		South Indian.		Burma.		Morvi.		Barsi.		Darjeeling-Himalayan.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
23,869	72,225	479,755	20,39,460	635,517	34,30,423	17,475	64,827	35,266	92,169	14,008	1,88,308	
415	1,624	517	5,506	2,211	21,709	2	9	2	6	432	2,353	XVI
33	108	2,299	14,686	497	10,520	1	11	5	19	...	4	
9	40	232	3,713	54	1,647	3	36	4	15	137	4,083	
...	...	594	2,302	1	14	12	113	1	3	...	...
4,388	14,155	852	6,657		68	...	1	52	131	...	...	XVII
		681	7,355	236	3,463	136	908	16	31	41	1,030	
		93	802	0	118	...	...	13	43	...	...
		47	696	48	625	22	149	7	22	10	228	
		908	9,941	35	1,162	4	28	119	754	...	...
		3,266	17,894	8	46	25	116	10	28	...	...
7,388	19,994	7,585	59,714	5,190	44,106	77	405	853	1,990	2	47	
		5,725	80,317	5,091	60,692	108	675	127	335	663	14,192	
		
		1,463	14,114	802	7,808	20	163	11	34	100	2,232	
		17,324	1,34,802	7,310	68,921	69	321	790	1,742	656	10,391	XVIII
		2,213	16,619	75	1,114	27	122	5	18	5	69	
385	1,455	936	5,104	609	7,636	7	29	106	295	6	109	
		86	359	6	81	11	44	...	...	260	3,008	
		8,737	44,003	6,696	56,135	53	260	140	390	47	801	
		5,599	29,750	4	83	7	19	350	758	...	...	XIX
		75,060	91,304	263	1,984	4	24	101	368	...	...
		10	30	1	7	1	...	3,112	6,631	...	4	
14,410	30,429	32	339	1	5	...	...	20	58	...	...
		846	4,341	...	7	1	4	13	36	...	...
		17,371	1,03,565	4,729	21,500	652	2,045	657	1,401	...	...
		
		1,812	9,428	...	...	240	671	311	683	...	...
		...	...	11	298	6	73	...	...	...	1	XX
...	...	1,550	29,209	419	8,781	96	729	62	191	61	1,467	XXI
279	848	1,609	9,986	414	5,051	131	483	903	2,466	30	563	XXII
		1,075	9,100	752	12,367	327	1,512	32	96	34	672	
		
		23,946	1,37,012	41,810	3,91,239	151	788	74	196	262	6,595	
...	...	...	...	...	...	26	160	49	24	...	...	XXIII
...	
...	...	3	38	1	10	...	...	...	...	...	...
...	
...	...	...	...	1,641	4,773	...	...	...	...	...	...
...	...	262	2,593	6	8	...	...	134	327	...	...
11,212	22,887	75,010	2,73,145	16,932	1,54,482	1,403	1,908	6,359	14,101	838	13,931	XXIV
...	...	441	2,685	3	27	13	63	...	1	4	65	XXV
...	...	23	163	8	137	1	5	45	112	...	...
62,388	1,63,765	737,762	31,66,732	731,707	43,17,047	21,111	76,701	49,809	1,25,474	17,596	2,51,053	

DIX 19—concluded.

and the earnings therefrom during the Calendar year 1901.

Appendix 19. Principal Commodities—Details.

35 and 36 of Report)

3' 3"						2' 6"				1' 0"		Pro- gress No.		
22		23		24		25		26		30				
West of India Portu- guese.		South Indian.		Burma.		Mori.		Bari.		Darjeeling-Himalayan.				
Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.			
Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.			
62,388	1,63,765	737,962	31,66,732	731,707	43,17,047	21,111	76,701	49,809	1,25,474	17,596	2,51,053	XXVI		
...	...	...	...	141	4,330	...	1	2	7	...	...	
}	1	6	53	560	6	175	...	1	1	3	...	...
			
			16	48	...	9	320	...	1	3	...	26		
												XXVII		
}	1,233	4,199	13,854	66,779	4,408	49,448	32	159	496	1,382	19	445		
			130	1,502	1	10	...	1	...	...	231	3,329	
			7,504	70,106	3,852	67,237	48	247	...	14	41	5	99	
			334	3,083	553	5,064	7	22		
			569	5,587	23	521	...	1	11	32	...	13	313	
			216	1,909	158	1,991	124	835	224	615	48	952		
242	465	75,814	91,523	81,571	92,359	930	1,351	21	52	634	6,793	XXVIII		
												XXIX		
}	1,680	4,883	16,755	60,684	124	934	447	1,846	669	1,521	9	178		
			6,483	16,797	2,987	32,509	5	12	29	70	708	11,658		
			53,753	3,42,151	11,750	93,629	2,057	6,568	1,760	4,986	39	588		
												XXX		
}	241	875	...	...	189	3,095	1	5	...	1	...	...
			1,308	7,943	317	4,519	5	39	...	1	3,683	67,515		
												XXXI		
}	381	1,384	6,196	35,144	3,191	26,450	763	2,592	34	107	42	750		
			1,823	22,692	103	1,354	1	25	7	23	80	1,991		
			1,999	6,145	419	5,078	42	352	5	29	75	1,542		
												XXXII		
}	621	1,341	71,215	1,27,012	104,845	3,83,964	461	1,689	260	644	4	56		
			6,141	49,078	3,138	19,927	49	379	27	80	124	2,206		
												XXXIII		
...	...	...	805	1,095	19	65	106	986	...	...	...	7	
}	31	101	35	537	71	947	1	9	...	...	1	34	
			1	8	47	948	...	...	...	...	3	91	
			200	4,001	24	407	4	29	2	7	4	100		
			62	337	19	271	1	8	3	14	12	256		
												XXXIV		
}	3,561	12,069	...	...	...	...	698	4,913	952	1,999	...	...
				
				
				
				
				
				
			84,268	5,21,338	60,442	4,17,369				2,956	61,531			
70,379	1,89,088	1,087,562	46,02,784	1,086,963	56,43,148	26,886	98,750	54,334	1,37,113	27,160	4,13,008	XXXV		
												XXXV		
...	...	...	15	343	778	26,104	15	229	...	...	...
3	19	767	5,189	2,910	71,495	21	255	...	...	...	204		
...	...	3,636	10,551	1,575	36,198	...	...	...	...	...	...
...			

Appendix 20.

Train, engine and ton-mileage.

Train, engine and ton-mileage in

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key to the

GAUGE.		5' 6"															
CLASS : No.	1	2			3	4	5	6	7			8			9		
Calen- dar year.	E. I.	E. B. S. SYSTEM.			B. C.	B. N. system (a) & (b).	E. C.	O. and R.	N. W. SYSTEM (a) to (f).			G. I. P. SYSTEM.			B., B. & C. I. SYSTEM.		
		5' 6" gauge.	Other gauges. *	Total.					Comm.	Mily. section.	Total.	G. I. P. (a) to (c).	I. M. (d) to (h).*	Total.	B., B. & C. I. (a) & (c) & (f).	R. M. (j) to (l).	Total.
TRAIN-MILEAGE.—PASSENGER TRAINS.																	
1897	2,329	759	239	998	46	234	11	456	2,150	55	2,205	3,923	471	4,394	1,219	835	2,054
1898	2,546	816	258	1,074	75	461	9	478	2,087	20	2,107	4,021	472	4,494	962	830	1,801
1899	2,526	794	271	1,067	92	494	16	589	2,052	17	2,069	4,043	543	4,586	1,203	663	1,866
1900	2,673	820	358	1,178	47	657	85	670	2,153	37	2,190	4,018	561	4,579	1,243	651	1,894
1901	2,627	844	355	1,229	48	1,355	†	840	2,297	39	2,336	3,908	611	4,519	1,403	651	2,054
GOODS TRAINS.																	
1897	6,995	868	491	1,359	67	311	72	517	2,920	231	3,151	4,558	552	5,110	835	1,968	2,803
1898	7,539	739	565	1,295	48	269	39	734	4,371	203	4,474	4,674	61	5,645	1,031	2,753	3,784
1899	7,529	727	717	1,495	97	538	135	1,012	3,693	237	3,930	4,994	554	5,578	1,252	3,348	4,600
1900	9,104	804	849	1,653	124	1,451	340	1,010	2,833	307	3,140	5,024	5,098	6,122	1,370	4,311	5,681
1901	9,494	793	838	1,631	100	916	†	1,333	4,454	405	4,859	5,303	998	6,301	837	3,508	4,345
MIXED TRAINS.																	
1897	3,578	391	930	1,321	284	1,208	848	1,227	2,441	881	3,322	438	719	1,157	502	2,599	3,101
1898	3,522	380	914	1,344	249	1,160	815	1,350	2,800	918	3,718	266	723	989	504	2,482	2,985
1899	3,662	406	985	1,392	218	1,240	1,211	1,344	2,992	947	3,939	349	5,195	1,444	506	2,684	3,190
1900	3,902	351	994	1,347	247	1,161	1,418	1,651	3,038	971	4,009	307	5,057	1,364	569	2,745	3,317
1901	4,161	369	1,052	1,471	222	1,408	†	1,794	3,450	1,125	4,575	643	1,246	1,889	436	2,829	3,265
TOTAL TRAIN-MILEAGE. ††																	
1897	13,227	2,023	1,685	3,717	405	1,800	1,018	2,297	7,854	1,253	9,107	9,097	1,757	10,854	2,677	5,491	8,168
1898	13,962	1,950	1,798	3,758	377	1,951	934	2,650	9,366	1,231	10,597	9,449	1,900	10,349	2,591	6,154	8,745
1899	14,810	2,007	2,030	4,046	410	2,318	1,490	3,066	8,997	1,297	10,294	9,454	2,285	11,739	3,002	6,799	9,800
1900	16,187	2,047	2,250	4,305	424	2,319	1,954	3,436	8,284	1,357	9,641	9,488	2,801	12,377	3,254	7,771	11,025
1901	16,840	2,047	2,325	4,272	375	3,711	†	4,076	10,475	1,642	12,117	9,978	2,960	12,938	2,786	7,125	9,911
ENGINE-MILEAGE.—PASSENGER TRAINS.																	
1897	5,309	1,011	742	1,753	226	653	525	1,063	3,545	501	4,046	4,215	820	5,035	1,439	2,320	3,750
1898	5,387	1,051	787	1,838	237	739	474	1,239	3,704	494	4,198	4,189	816	5,015	1,469	2,246	3,615
1899	5,181	1,056	849	1,905	255	831	630	1,428	3,767	509	4,276	4,157	974	5,131	1,456	2,206	3,442
1900	5,976	1,072	892	1,964	220	945	697	1,774	4,035	544	4,579	4,153	1,099	5,252	1,571	2,264	3,895
1901	4,681	1,112	1,437	2,649	195	1,387	†	821	5,239	751	5,990	4,246	383	4,629	1,652	2,238	3,890
GOODS TRAINS.																	
1897	10,746	1,817	1,253	3,170	245	1,353	641	1,692	5,376	887	6,263	6,100	1,179	7,279	1,594	4,037	5,631
1898	11,715	1,704	1,472	3,176	201	1,363	701	1,895	6,897	877	7,774	6,500	1,325	7,825	1,883	4,787	6,670
1899	12,695	1,736	1,724	3,510	198	1,418	1,021	2,153	6,449	999	7,448	6,611	1,658	8,269	2,025	5,563	7,588
1900	14,034	1,815	1,997	3,742	281	1,733	1,475	2,301	5,482	973	6,455	6,670	2,277	8,947	2,243	6,586	8,829
1901	16,357	1,658	1,441	3,099	272	2,786	†	3,950	6,753	1,083	7,836	7,974	2,229	10,203	1,621	5,863	7,484
TOTAL ENGINE-MILEAGE.																	
1897	15,955	2,828	2,095	4,923	471	2,006	1,166	2,755	8,921	1,388	10,309	10,315	1,599	12,314	3,013	6,357	9,390
1898	17,002	2,755	2,259	5,014	428	2,152	1,175	3,134	10,601	1,371	11,972	10,689	2,161	12,850	3,152	7,033	10,085
1899	18,176	2,842	2,573	5,415	453	2,581	1,053	3,581	10,196	1,438	11,631	10,768	2,632	13,400	3,491	7,769	11,250
1900	20,010	2,887	2,819	5,706	504	3,058	2,172	4,073	9,517	1,517	11,034	10,823	3,376	14,192	3,814	8,850	12,654
1901	21,038	2,870	2,873	5,743	467	4,173	†	4,771	11,992	1,835	13,827	12,220	2,667	14,897	3,273	8,101	11,374
FREIGHT TON-MILEAGE.—COACHING.																	
1897	83,441	11,854	9,240	21,094	2,586	7,571	7,806	16,230	59,868	7,455	67,323	40,659	10,143	51,102	12,125	35,671	57,706
1898	86,335	12,133	9,517	21,650	2,442	7,739	6,812	17,022	55,565	6,275	63,841	36,481	10,518	46,999	10,078	35,848	54,025
1899	89,279	12,990	9,686	22,676	2,719	11,790	9,449	18,815	56,247	6,426	62,695	42,722	11,221	54,043	24,204	37,512	61,806
1900	99,068	13,121	11,079	24,200	2,725	17,868	11,600	26,958	60,681	6,026	67,607	45,904	11,331	57,335	27,163	45,800	63,001
1901	107,060	14,162	12,106	26,268	2,942	28,460	†	25,579	65,174	7,898	73,072	...	...	65,935	128,676	41,360	70,036
GOODS.																	
1897	1,629,603	132,877	64,773	197,650	11,315	139,849	51,123	144,479	546,024	59,941	605,965	504,970	115,001	619,971	124,750	312,296	558,046
1898	1,729,226	130,516	68,919	199,435	7,939	147,993	51,471	160,530	905,824	57,728	663,558	745,359	123,612	877,972	128,510	425,658	754,168
1899	1,852,679	135,442	78,605	214,047	6,018	225,627	93,188	130,458	820,025	58,863	879,488	747,478	157,853	905,331	139,409	514,011	850,000
1900	1,924,597	145,604	91,628	237,232	15,920	383,691	161,050	190,291	639,665	56,510	696,175	717,241	255,413	975,654	174,854	616,018	1,020,872
1901	2,149,247	131,327	85,847	217,174	12,260	230,616	†	239,434	1,047,234	71,096	1,118,380	...	...	1,057,031	130,739	606,248	913,634
TOTAL FREIGHT TON-MILEAGE.																	
1897	1,713,046	144,731	74,013	218,744	13,901	147,421	58,929	160,709	605,822	67,396	673,288	545,629	125,444	671,073	127,875	347,967	615,842
1898	1,815,526	142,679	78,436	221,115	10,581	155,337	58,283	181,442	953,330	64,003	1,017,333	781,840	143,131	942,971	137,588	451,506	809,691
1899	1,941,953	149,432	88,292	237,724	12,637	210,417	102,637	222,274	876,872	65,311	942,183	790,200	169,174	959,374	153,703	552,123	915,825
1900	2,122,393	153,725	102,707	256,432	18,046	401,359	173,550	211,249	700,346	63,436	763,782	763,145	269,744	1,032,889	402,010	681,854	1,083,872
1901	2,256,307	145,439	97,953	243,442	15,203	259,086	†	265,018	1,112,452	78,994	1,191,453	...	...	1,122,966	136,665	647,665	983,670
GROSS TON MILEAGE (FREIGHT AND DEAD WEIGHT)—COACHING.																	
1897	1,316,672	222,024	99,417	321,437	55,543	185,999	156,367	229,970	871,184	119,964	991,148	893,455	197,764	1,091,219	137,983	346,642	604,625
1898	1,334,826	231,721	112,307	344,028	49,105	201,987	134,794	237,511	926,010	118,256	1,044,266	903,900	200,898	1,047,796	285,615	337,668	623,283
1899	1,386,192	238,047	115,630	353,677	53,905	221,010	185,421	234,229	961,980	123,202	1,085,182	909,418	237,767	1,147,205	301,741	345,631	707,372
1900	1,452,274	242,256	131,409	370,665	49,206	250,892	210,912	410,141	995,789	129,974	1,125,761	954,923	260,439	1,285,624	399,780	351,418	750,198
1901	1,623,808	252,207	141,245	393,452	46,800	464,912	†	491,720	1,114,484	147,049	1,261,533	...	...	1,322,051	144,951	364,508	789,519
GOODS.																	
1897	1,579,058	429,317	185,417	614,734	48,879	449,347	159,055	149,933	1,649,573	206,132	1,855,705	1,555,793	370,850	1,926,642	612,128	735,795	1,347,221
1898	1,620,560	432,522	201,676	634,198	33,859	459,132	154,007	149,431	1,819,941	198,249	2,018,190	1,682,705	421,811	2,140,516	778,279	932,932	1,741,221
1899	1,711,453	445,776	232,325	677,101	41,995	603,341	276,919	158,660	2,236,836	208,935	2,445,771	2,019,507	515,524	2,535,031	847,115	1,181,527	2,028,542
1900	1,802,940	444,083	252,523	696,606	63,618	991,849	462,514	170,254	2,702,564	207,471	2,910,035	2,055,865	759,759	3,169,624	1,003,489	1,452,285	2,455,774
1901	1,817,717	396,504	251,090	648,194	41,395	731,054	†	714,418	2,632,007	247,453	2,879,460	...	...	3,007,688	170,804	1,312,212	2,021,011
TOTAL GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT).																	
1897	4,805,730	651,341	284,830	935,571	104,422	634,446	315,422	1,009,003	2,520,757	326,096	2,846,853	2,449,248	562,614	3,017,862	1,660,111	1,084,437	2,042,546
1898	5,165,250	620,164	314,483	93													

* The freight and gross ton-mileage figures exclude the 3' 0" and 3' 6" gauge railways

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

Excluding the 2' 0" gauge figures as they cannot be separated from the totals

† Including the Godhra-Rutlam-Nagda rail way, as the figures cannot be separated.

1. *Journal of Management Studies*, 1996, 33, 1, 1-14.

Appendix 21.
Vehicle mileage.

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	5' 6"																	
CLASS: No.	1			2 (a)			3			4 (a) & (b)						6		
RAILWAY.	EAST INDIAN.			EASTERN BENGAL STATE.			BENGAL CENTRAL			BENGAL-NÁGPUR.			EAST COAST STATE.*			ODDH AND ROHILKHAND STATE.		
Calendar year.	Loaded.	Em- pty.	Total.	Loaded.	Em- pty.	Total.	Load- ed.	Em- pty.	Total.	Loaded.	Em- pty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	81,209	17,880	99,089	13,557	1,359	14,916	3,743	449	4,192	10,128	2,735	12,863	8,242	1,419	9,661	15,173	3,869	19,042
1898	82,243	18,588	100,831	13,845	1,433	15,278	3,082	419	3,501	10,576	3,161	13,737	6,867	1,359	8,226	17,091	4,358	21,449
1899	84,376	18,113	102,489	14,251	1,366	15,617	3,344	386	3,730	12,417	3,266	15,683	10,293	1,944	12,237	18,253	4,802	23,055
1900	85,781	19,179	105,260	14,969	1,338	16,307	3,120	301	3,511	15,347	3,449	18,796	11,643	2,380	14,023	21,370	5,490	26,860
1901	93,085	19,109	112,494	14,932	2,128	17,110	3,004	489	3,493	23,435	8,893	32,334	...	...	*	23,397	6,025	29,332

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	1,410	235	1,645	15	3	18	...	...	...	1,177	31	1,208	72	1	73	616	74	690
1898	1,215	207	1,422	6	2	8	...	...	...	996	72	1,068	74	1	75	644	108	752
1899	1,388	218	1,606	8	2	10	1	...	1	863	206	1,069	206	8	214	969	135	1,104
1900	2,868	681	3,549	5	2	7	1	...	1	1,070	473	1,543	260	64	324	1,204	185	1,389
1901	1,903	738	2,641	6	2	8	...	...	...	3,260	553	3,813	...	...	*	2,532	517	3,049

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	100,734	14,934	4,192	14,071	9,734	19,732
1898	102,143	15,286	3,501	14,803	8,301	22,201
1899	104,115	15,627	3,731	16,752	12,451	24,159
1900	108,812	16,314	3,512	20,139	14,147	28,249
1901	115,135	17,118	3,493	36,147	*	32,381

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	3,001	8	...	392	19	882
1898	3,124	11	...	483	13	709
1899	3,384	11	...	1,056	2	1,033
1900	3,449	11	...	1,000	353	1,868
1901	3,951	12	...	2,734	*	3,100

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	153,790	51,651	205,441	18,874	8,625	27,499	1,850	1,063	2,913	12,529	7,140	19,669	5,909	2,861	8,860	18,051	4,904	22,955
1898	154,782	51,652	206,434	18,536	7,291	25,827	1,052	794	1,846	14,132	7,304	21,436	5,569	2,366	7,935	22,483	8,443	30,926
1899	160,487	63,232	223,719	19,705	8,417	28,122	1,491	1,177	2,668	19,310	10,011	29,321	8,482	3,694	12,176	25,535	9,230	34,765
1900	160,359	73,571	233,930	21,345	10,032	31,377	2,484	1,735	4,222	27,069	16,441	43,510	13,013	7,436	20,449	24,832	7,760	32,592
1901	161,137	72,467	233,599	18,578	6,966	25,544	2,073	1,282	3,355	30,458	12,111	42,569	...	...	*	29,235	8,409	37,644

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	15,020	14,274	30,194	1,571	1,571	3,142	388	388	776	3,599	3,416	7,015	132	124	256	4,200	3,764	8,054
1898	21,336	17,110	38,446	1,093	1,093	2,186	326	216	542	2,660	1,886	4,546	322	241	563	2,381	1,727	4,108
1899	20,668	17,685	38,353	835	835	1,670	268	146	354	6,454	4,453	10,907	1,672	1,543	3,215	3,690	2,922	6,612
1900	28,052	20,608	48,660	898	898	1,796	153	148	301	11,499	9,112	20,611	2,682	2,213	4,895	4,348	2,671	7,019
1901	35,059	19,786	54,845	918	918	1,836	242	188	430	4,127	2,783	6,910	...	...	*	6,770	3,807	10,577

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	235,635	30,641	3,689	26,684	9,116	31,009
1898	244,880	28,013	2,388	25,982	8,498	35,034
1899	262,072	29,792	3,022	40,228	15,391	41,777
1900	282,599	33,173	4,523	64,321	25,344	39,611
1901	288,444	27,380	3,785	49,479	*	48,221

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	23,245	793	209	24,222	940	16,078
1898	21,248	1,455	148	28,505	895	30,987
1899	34,103	1,609	120	18,936	3,668	29,581
1900	43,294	1,676	601	20,651	8,546	26,501
1901	25,726	1,727	534	25,534	*	35,804

* Transferred partly to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.

thousands of miles of each railway (by systems).

Appendix 21.
Vehicle-mileage.

37 of Report.)

5' 6"

5' 6"																		GAUGE.	
7			8 (a) to (c)			8 (d) to (g)			9 (a) to (f)			10			11			CLASS : No.	
NORTH WESTERN STATE			GREAT INDIAN PENINSULA.*			INDIAN MIDLAND.			BOMBAY, BARODA AND CENTRAL INDIA.			NIZAM'S GUARANTEED STATE.			MADRAS.			RAILWAY.	
Loaded.	Empty.	Total.	Loaded.	Em- pty.	Total.	Loaded.	Em- pty.	Total.	Loaded	Em- pty	Total.	Loaded.	Empty.	Total.	Load- ed.	Em- pty.	Total.	Calendar. year.	

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

55,137	15,271	70,403	52,903	...	52,903	12,116	...	12,116	19,065	2,074	22,039	4,538	142	4,680	17,190	6,630	23,820	1897
60,565	17,169	77,734	56,800	...	56,800	12,469	...	12,469	16,881	1,686	18,567	4,668	95	4,763	16,387	5,811	22,198	1898
63,035	17,197	80,232	49,485	...	49,485	14,624	...	14,624	20,728	2,044	22,772	4,509	79	4,588	14,867	6,521	21,388	1899
64,477	16,731	81,208	53,476	...	53,476	15,103	...	15,103	23,583	2,071	25,654	6,934	107	7,041	16,175	6,850	23,025	1900
70,528	18,899	89,427	71,487	...	71,487	...	...	...	24,874	3,126	28,000	12,519	167	12,686	23,390	9,453	32,843	1901

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1,244	324	1,568	2,387	257	2,644	1,185	535	1,720	39	12	51	142	64	206	653	26	679	1897
771	131	902	3,190	135	3,325	933	446	1,379	39	14	53	116	56	172	457	505	1,022	1898
711	146	857	3,916	223	4,139	1,044	443	1,527	63	21	84	128	70	198	496	69	555	1899
864	192	1,056	3,246	230	3,476	1,272	511	1,783	45	13	58	119	55	174	184	54	238	1900
1,807	495	2,302	5,622	163	5,785	...	...	...	38	8	46	131	55	186	2,176	69	2,245	1901

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

71,971	55,547	13,836	22,090	4,886	24,499	1897
78,636	54,215	14,048	18,620	4,935	23,220	1898
81,140	53,624	16,151	22,856	4,786	23,633	1899
82,264	56,962	16,886	25,714	7,235	23,263	1900
91,729	77,272	...	28,046	12,872	35,088	1901

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1,344	4,015	1,403	23	311	1,371	1897
1,692	3,422	1,032	29	262	1,336	1898
1,698	3,521	1,218	64	236	1,621	1899
2,050	4,906	932	74	283	1,317	1900
1,824	4,926	...	64	253	3,343	1901

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

87,931	28,893	116,824	58,749	26,846	85,595	10,691	5,096	15,787	31,962	12,159	44,121	6,818	3,643	10,461	24,789	6,412	21,201	1897
114,450	48,680	163,130	62,797	28,208	91,005	11,861	5,812	17,673	39,750	15,217	54,967	6,681	3,075	9,756	23,832	7,011	30,843	1898
108,353	41,459	149,812	67,295	26,450	93,745	13,901	7,906	21,807	43,228	16,897	60,125	7,021	3,177	10,198	24,735	7,652	32,387	1899
87,822	23,754	111,576	69,382	28,244	97,626	18,766	12,027	30,793	45,290	25,126	70,416	12,467	6,310	18,786	33,490	6,973	30,463	1900
125,118	45,335	170,453	113,483	47,903	161,386	...	...	...	35,554	10,828	46,382	11,417	5,922	17,339	35,530	11,658	47,188	1901

FOREIGN VEHICLE MILEAGE ON HOME LINE.

3,286	2,867	6,153	13,658	12,054	25,712	5,046	4,842	9,888	1,386	240	1,629	4,192	3,542	7,734	684	644	1,328	1897
3,666	2,766	5,832	22,338	10,926	42,264	5,700	5,577	11,277	1,186	460	1,646	5,347	4,269	9,616	879	854	1,733	1898
2,934	2,745	5,679	22,086	19,097	41,183	7,126	6,154	13,280	2,671	1,124	3,795	5,343	4,123	9,466	1,161	1,153	2,314	1899
2,778	2,580	5,358	23,434	21,070	44,504	11,098	7,352	18,450	3,774	2,829	6,603	7,396	6,315	13,711	2,075	2,060	4,135	1900
2,853	2,503	5,356	24,449	19,796	44,245	...	...	...	668	603	1,271	4,810	3,163	7,973	7,013	6,871	13,884	1901

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

122,077	111,107	25,675	45,750	18,195	22,520	1897
168,962	133,269	28,950	56,613	19,372	32,576	1898
155,491	134,928	35,087	63,920	19,664	34,701	1899
116,934	142,130	49,273	77,019	32,497	34,598	1900
175,809	205,561	...	47,653	25,312	61,072	1901

HOME VEHICLE MILEAGE ON FOREIGN LINES.

11,335	13,095	7,344	3,137	5,303	3,276	1897
9,419	15,491	9,622	2,919	5,337	999	1898
12,556	16,485	12,663	3,215	6,476	3,150	1899
7,575	19,394	11,489	3,089	7,383	2,717	1900
14,666	16,357	...	5,220	9,305	5,131	1901

* Including the Indian Midland railway system for 1901 only.
† Included with the Great Indian Peninsula railway system.

P. T. O.

Appendix 21. Vehicle mileage.

Loaded and Empty Vehicle Mileage in

(Referred to in paragraph

GAUGE.	3' 3 3/4"																	
	2 (b) to (d)			14			16			17			10 (g) to (j).			18		
CLASS: No.							BENGAL AND NORTH- WESTERN.			ROHILKUND AND KUMAON.			RAJPUTANA-MALWA.			JODHPUR-BIKANER		
RAILWAY.	EASTERN BENGAL STATE.			ASSAM-BENGAL.														
Calendar year.	Loaded.	Empty.	Total.	Load- ed.	Emp- ty.	Total.	Loaded	Empty.	Total	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Load- ed.	Emp- ty.	Total.

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	13,563	1,490	15,053	3,231	587	3,818	18,113	153	18,266	4,111	373	4,484	47,544	248	47,792	3,129	13	3,142
1898	15,306	1,628	16,934	4,129	664	4,793	21,051	128	22,070	4,215	341	4,556	46,607	264	46,871	3,294	17	3,311
1899	15,431	1,591	17,022	4,021	710	5,631	23,930	143	24,073	4,443	332	4,775	48,773	195	48,968	3,548	17	3,565
1900	16,341	1,672	18,013	4,997	806	5,803	27,788	105	27,894	4,289	358	4,647	49,042	142	49,184	3,664	12	3,676
1901	16,318	2,562	18,880	6,710	548	7,258	32,788	2,256	35,044	4,312	1,003	5,315	55,884	187	56,071	6,384	35	6,419

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	...	...	...	...	...	...	...	...	...	4	...	4	36	13	49	276	22	298
1898	...	...	...	...	...	...	5	...	5	20	...	20	59	18	77	255	25	280
1899	...	...	...	...	...	...	...	...	...	22	...	22	623	25	648	285	21	306
1900	...	...	...	...	...	...	9	7	16	38	1	39	1,072	31	1,103	210	18	228
1901	...	...	...	...	...	...	8	6	14	42	2	44	84	26	110	296	28	324

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

1897	15,053	3,818	18,266	4,488	47,841	3,440
1898	16,934	4,793	21,051	4,576	46,948	3,591
1899	17,022	5,631	24,073	4,707	49,016	3,871
1900	18,013	5,803	27,910	4,686	50,287	3,904
1901	18,880	7,258	35,058	5,389	56,181	6,743

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	...	...	...	...	...	...	...	...	3	122	224
1898	...	...	...	...	...	...	...	...	9	144	242
1899	347	...	...	...	...	...	...	...	8	184	228
1900	354	...	...	...	...	...	...	...	4	105	214
1901	417	...	...	...	...	...	...	...	7	197	250

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

1897	19,104	6,465	25,569	3,325	2,021	5,346	23,401	12,401	35,804	4,004	2,337	6,341	68,317	16,524	84,841	2,010	1,068	3,078
1898	20,777	6,721	27,498	4,594	3,072	7,666	21,009	10,899	31,908	4,316	2,972	7,288	84,043	25,598	109,641	1,561	616	2,177
1899	23,274	7,039	30,313	9,861	3,504	13,455	25,340	14,411	39,751	4,753	3,221	7,974	100,705	28,526	129,231	1,796	691	2,487
1900	22,309	7,390	29,699	6,927	3,514	10,441	26,221	16,159	42,380	4,429	2,840	7,269	118,445	45,138	163,583	2,156	1,242	3,398
1901	21,776	5,161	26,937	5,317	2,723	8,040	30,903	14,475	45,378	4,585	2,356	6,941	103,459	38,546	142,005	3,636	1,924	5,560

FOREIGN VEHICLE MILEAGE ON HOME LINE.

1897	...	...	...	...	...	...	...	...	65	44	109	740	300	1,040	1,155	851	2,006
1898	...	...	...	...	...	...	159	131	290	250	207	1,796	962	2,758	1,832	1,473	3,305
1899	...	...	...	...	...	...	378	271	649	376	281	657	6,804	4,101	10,905	4,265	2,779
1900	...	...	...	...	...	...	450	225	675	367	177	544	6,313	4,884	11,217	3,377	2,261
1901	422	421	843	...	...	...	613	506	1,119	316	164	480	3,863	1,750	5,613	2,316	1,207

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

1897	25,569	5,346	35,804	6,450	85,881	5,090
1898	27,498	7,666	31,168	7,745	112,399	5,489
1899	30,313	13,445	40,400	8,631	140,136	9,631
1900	29,699	10,441	43,055	7,813	174,400	9,236
1901	27,780	8,040	46,497	7,421	147,618	9,083

HOME VEHICLE MILEAGE ON FOREIGN LINES.

1897	...	...	...	...	...	...
1898	...	...	...	...	...	...
1899	221	...	...	...	...	...
1900	366	...	...	...	...	...
1901	364	...	...	...	...	...

thousands of miles of each railway (by systems).

Appendix 21.
Vehicle mileage.

37 of Report).

2' 33"																		GAUGE.
19			20			21			23			24			25			CLASS : No.
UDAIPUR-CHITOR			BHÁVNAGAR-GONDAL- JUNÁGAD-PORBANDAR			SOUTHERN-MAHRATTA.			SOUTH INDIAN.			BURMA.			WEST OF INDIA PORTUGUESE.			RAILWAY.
Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total	Calendar year.

COACHING.

HOME VEHICLE MILEAGE ON HOME LINE.

...	...	...	5,050	938	5,988	22,219	2,935	25,154	38,387	62	38,449	24,027	4,528	29,455	Information available.	not	1897
603	1	604	5,415	936	6,351	14,771	1,706	16,477	36,553	58	36,611	23,178	4,457	32,635			1898
643	2	645	5,858	914	6,802	14,013	1,799	15,812	32,874	38	32,912	27,756	4,677	32,443			1899
775	1	776	6,043	911	6,954	14,701	2,428	22,129	34,414	47	34,461	28,502	4,542	33,134			1900
62	19	631	5,908	940	6,848	21,517	4,634	26,251	34,950	39	34,989	28,627	7,9 8	36,605			1901

FOREIGN VEHICLE MILEAGE ON HOME LINE.

...	...	...	9	5	14	84	26	110	3	3	6	...	...	...	Information available.	not	1897
16	2	18	27	...	27	74	25	99	1	1	2	...	...	...			1898
19	2	21	20	...	29	74	23	97	3	1	4	...	...	...			1899
13	2	15	44	...	44	73	24	97	4	3	7	...	...	...			1900
9	8	17	...	...	...	57	24	81	2	2	4	...	...	...			1901

TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.

...	...	...	6,002	...	25,264	...	38,455	...	20,455	Information available.	not	1897
622	...	...	6,378	...	16,576	...	37,613	...	32,635			1898
666	...	...	6,831	...	15,909	...	32,916	...	32,443			1899
691	...	...	6,998	...	22,226	...	34,478	...	33,134			1900
698	...	...	6,848	...	26,332	...	34,993	...	36,605			1901

HOME VEHICLE MILEAGE ON FOREIGN LINES.

...	...	...	...	...	24	...	2	...	...	Information available.	not	1897
29	...	...	...	...	43	...	8	...	...			1898
34	...	...	...	...	73	...	2	...	...			1899
25	...	...	...	...	74	...	4	...	...			1900
26	...	...	...	...	74	...	1	...	...			1901

GOODS.

HOME VEHICLE MILEAGE ON HOME LINE.

...	...	...	4,849	2,333	7,182	41,328	19,025	60,354	21,667	8,057	31,724	29,332	16,105	45,437	Information available.	not	1897
96	45	141	4,744	1,899	6,643	31,181	9,967	41,148	22,412	6,885	29,287	31,609	13,727	45,137			1898
112	45	157	4,908	2,326	7,234	34,065	15,243	49,308	23,284	7,283	30,573	31,612	13,015	44,627			1899
127	50	177	5,197	3,653	9,250	36,924	17,758	54,682	21,552	6,210	27,762	37,037	15,115	52,152			1900
115	39	154	3,890	1,484	5,374	30,843	9,748	40,591	23,418	7,284	30,702	38,644	14,502	53,146			1901

FOREIGN VEHICLE MILEAGE ON HOME LINE.

...	...	...	37	36	73	512	448	960	138	127	265	...	...	...	Information available.	not	1897
83	53	136	40	43	83	645	515	1,160	290	274	564	...	...	...			1898
233	216	449	47	54	101	532	267	799	1,077	1,077	2,104	...	...	...			1899
495	460	954	44	46	90	492	277	769	41	37	78	...	...	...			1900
228	222	450	44	47	91	430	267	697	85	81	165	...	...	...			1901

TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.

...	...	...	7,255	...	61,314	...	31,989	...	45,437	Information available.	not	1897
277	...	...	6,726	...	42,338	...	29,851	...	45,316			1898
606	...	...	7,335	...	50,107	...	34,677	...	44,627			1899
1,141	...	...	9,340	...	55,441	...	27,800	...	52,152			1900
604	...	...	5,465	...	41,288	...	30,668	...	53,146			1901

HOME VEHICLE MILEAGE ON FOREIGN LINES.

...	...	...	4	...	458	...	352	...	...	Information available.	not	1897
85	...	...	2	...	497	...	559	...	...			1898
116	...	...	3	...	3,443	...	463	...	...			1899
105	...	...	...	...	471	...	300	...	...			1900
101	...	...	...	...	762	...	235	...	...			1901

* Figures for 1897 are included with the Rajputana-Malwa railway.

Appendix 22.

Mileage earnings.

APPEN

Gross and net earnings in rupees per mile

(Referred to in

N.B.—A reference to Appendix 2 will furnish the

GAUGE.	5' 6"																				
CLASS No.	1	2		3	4			5	6	7		8		9		10		11		12	
Railway		E. B. SYSTEM.			B. N. SYSTEM.					N. W. SYSTEM.		G I P. SYSTEM.		B, B & C. I SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.			
Calendar year.	E. I.	5' 6' gauge	Other gauges	B. C.	B. N. (a)	R D. (b)	E. C.	C. P. T.	O. & R.		Coml. Sec.	Mily. Sec.	G. I. P. (a) to (c).	I. M (d) to (h)	B., B & C. I. (a, (f) to (j)	R M (g) to (j).	N. G S. (a)(b)	H G. V. (c).	M. (a)(c)	N. (d).	B. D.

COACHING TRAFFIC.

1897	9,554	11,019	3,702	5,376	1,619	...	2,690	...	4,191	5,402	1,553	5,223	2,533	7,626	3,340	2,485	...	5,401	...	1,267
1898	9,911	10,962	3,817	5,445	1,473	...	2,574	...	4,108	4,468	1,356	4,728	2,496	6,317	3,335	2,379	...	4,780	...	1,365
1899	9,995	11,338	3,619	4,993	1,870	...	2,710	...	4,132	4,512	1,296	5,506	2,379	7,264	3,477	2,496	394	4,221	5,258	1,482
1900	10,227	11,495	3,979	5,523	2,846	...	3,294	...	4,413	4,683	1,352	5,807	2,120	7,159	3,369	2,608	1,187	4,884	6,751	1,110
1901	11,004	11,952	3,995	5,499	3,771	529	†	...	5,059	4,979	1,495	4,821	7,307	4,103	2,635	2,011	4,547	7,743	882	

GOODS TRAFFIC.

1897	21,492	22,647	5,432	3,089	4,781	...	2,126	41,242	4,859	8,602	2,074	13,008	4,143	16,425	6,606	7,681	...	8,005	...	6,227
1898	21,597	21,032	5,508	2,031	5,194	...	2,154	42,812	4,974	9,687	1,821	18,414	4,295	19,444	8,010	8,867	...	7,756	...	5,386
1899	22,699	20,621	5,812	2,436	5,529	...	2,611	44,924	5,619	8,936	1,546	18,250	4,674	18,636	9,776	9,647	2,097	8,063	3,816	5,569
1900	22,462	22,445	6,115	3,788	7,609	...	4,346	51,369	5,116	6,917	1,707	16,666	6,711	17,003	11,529	12,000	2,324	8,108	3,633	4,101
1901	23,381	21,292	5,782	3,261	4,214	716	†	48,162	5,846	10,266	2,017	14,126	14,201	10,734	9,268	2,792	7,170	6,189	3,146	

GROSS EARNINGS PER MILE WORKED.*

1897	•	31,500	35,277	9,236	9,105	7,190	...	5,225	46,135	9,698	14,437	3,726	19,066	6,824	24,685	10,237	10,649	...	13,686	...	7,518
1898	•	31,942	33,553	9,445	8,205	7,436	...	4,941	50,206	9,901	14,459	3,261	23,387	6,947	25,692	11,514	11,493	...	12,789	...	7,020
1899	•	33,127	33,774	9,562	8,206	7,883	...	5,425	52,350	10,811	13,792	3,000	24,012	7,211	26,474	13,506	12,468	2,497	12,580	9,120	7,144
1900	•	33,265	35,849	10,218	9,601	10,776	...	7,884	62,480	10,716	11,954	3,114	22,850	8,977	24,315	15,124	14,853	3,657	13,272	10,416	5,500
1901	•	34,672	35,234	9,901	10,118	8,382	1,286	†	70,699	11,881	15,589	3,566	19,154	21,952	15,116	12,222	5,164	12,010	14,280	4,499	

NET EARNINGS PER MILE WORKED.*

1897	•	22,112	19,307	5,402	3,917	3,455	...	1,698	17,434	4,210	7,229	224	6,556	3,004	11,219	5,326	5,626	...	7,131	...	4,239
1898	•	21,685	19,567	5,400	2,945	3,636	...	1,221	17,536	5,334	7,734	—56	9,463	3,103	14,452	6,544	6,682	...	6,532	...	3,327
1899	•	22,187	17,250	5,546	3,183	4,102	...	1,907	22,562	5,898	7,160	—723	10,613	3,136	14,004	7,721	7,571	1,453	5,989	2,182	3,925
1900	•	21,540	18,847	5,847	3,965	6,406	...	2,352	20,316	5,206	5,684	—237	10,632	4,722	11,368	8,308	8,686	1,447	6,365	5,955	2,739
1901	•	22,506	17,301	5,332	4,629	3,950	359	†	29,060	6,463	8,402	—41	9,935	12,207	8,164	7,908	2,372	5,921	8,159	2,265	

* Includes all other earnings
† Transferred partly to the Bengal-Nagpur

DIX 22.

Appendix 22.
Mileage earnings.

worked of each railway (by systems).

paragraph 39 of Report).

key to the code letters used to express railway systems.

3' 3 3/4"												2' 6"					2' 0"				GAUGE	
13	14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS: No.
D. S.	A. B.	D.	B. & N. W.	R. & K. SYSTEM.		J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L	B. P.	R. K L.	T. B	D. H.	H. A.	H. S.	J.	Railway.
				R. & K.	P. L.																	Calendar year.

COACHING TRAFFIC.

1,548	1,792	5,424	2,865	1,942	...	1,431	1,459	2,543	1,954	922	4,692	4,928	2,650	924	...	...	...	5,623	...	...	391	1897
1,512	2,533	5,545	2,766	2,168	...	1,311	1,501	2,100	1,379	841	4,128	4,683	2,481	869	2,169	...	1,623	6,116	7,649	3,263	443	1898
1,633	2,244	6,014	2,510	2,219	...	1,286	1,551	2,345	1,273	1,019	4,054	4,566	2,601	969	1,886	2,991	1,833	5,426	8,374	3,191	473	1899
1,782	2,245	6,455	2,755	2,283	...	1,091	1,333	2,232	1,821	1,116	4,559	4,732	2,566	1,128	2,142	3,301	1,947	5,833	8,407	3,577	464	1900
1,556	2,232	9,045	3,188	2,773	953	1,269	1,533	2,269	1,939	1,128	4,927	4,669	2,673	1,301	2,288	3,322	1,574	6,706	8,338	3,684	518	1901

GOODS TRAFFIC.

7,321	1,409	886	3,469	2,026	...	1,886	564	2,314	3,956	1,594	3,629	4,711	1,379	3,961	...	...	...	8,693	...	...	3,189	1897
7,617	1,840	1,136	3,656	2,618	...	2,070	841	2,242	3,135	2,171	3,501	4,756	1,440	5,027	194	...	2,424	8,473	187	173	3,144	1898
8,732	1,566	890	3,915	3,200	...	3,256	1,725	2,437	3,478	6,707	3,817	4,557	1,768	6,125	203	66	2,599	8,382	377	179	3,184	1899
9,062	1,543	810	3,524	3,037	...	2,678	3,356	2,823	3,505	3,470	3,581	5,263	1,841	4,487	293	85	2,506	9,825	523	266	2,765	1900
9,239	1,520	972	3,744	3,243	733	1,702	1,700	1,736	3,046	3,791	4,300	5,429	1,073	6,371	347	52	2,274	8,524	726	287	2,357	1901

GROSS EARNINGS PER MILE WORKED.*

9,372	3,239	6,330	6,635	4,479	...	3,406	2,040	5,033	6,046	2,850	8,995	9,763	4,530	4,992	...	...	...	14,993	...	...	3,611	1897
9,563	4,492	6,701	6,719	5,385	...	3,501	2,364	4,488	4,608	3,355	7,869	9,579	3,987	6,036	2,380	...	4,237	14,795	7,848	3,662	3,625	1898
10,853	3,917	6,944	6,805	6,189	...	4,642	3,337	4,927	4,863	8,121	7,991	9,326	4,456	7,231	2,126	3,071	4,758	14,019	8,762	3,375	3,718	1899
11,371	3,897	7,286	6,602	6,046	...	3,861	4,724	5,192	5,449	4,972	8,299	10,134	4,456	5,764	2,451	3,422	4,799	15,866	8,959	3,849	3,276	1900
11,287	3,651	10,082	7,206	6,273	1,693	3,050	3,233	4,166	5,086	5,333	9,481	10,251	3,801	7,792	2,671	3,413	4,192	15,453	9,081	3,979	2,922	1901

NET EARNINGS PER MILE WORKED.*

2,912	240	2,326	3,689	1,828	...	2,226	710	2,223	2,598	3,105	4,027	4,402	2,243	999	...	...	...	6,658	...	...	530	1897
3,271	187	1,378	3,841	2,608	...	2,081	1,009	1,855	1,375	2,469	3,548	4,082	1,738	1,135	675	...	1,008	6,823	3,267	1,021	761	1898
5,550	782	1,394	3,604	3,089	...	2,832	1,661	2,369	1,567	1,368	3,783	3,833	1,802	2,991	392	558	1,308	5,035	3,941	956	229	1899
5,651	838	1,540	2,753	3,110	...	2,146	2,759	2,581	2,540	1,743	4,109	4,568	1,683	1,966	674	960	1,290	7,095	4,301	1,358	592	1900
5,474	780	3,887	4,010	3,457	508	1,350	1,369	1,781	1,503	2,696	5,082	4,356	1,330	3,656	639	750	1,099	6,152	3,976	1,173	147	1901

except those from steam-boat.
railway and partly to the Madras railway from the 1st January 1901.

Appendix 23.
Train-mileage earnings.

Gross and net earnings in rupees (excluding steam-boat

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6" GAUGE.														3' 3½"				
Class : No.	1	2		3	4	5	6	7		8		9		10		11		12	13	14
Calendar year.	E. I.	E. B. S. SYSTEM.		B. C.	B. N. (a) & (b).*	E. C.	O. & R.	N. W. SYSTEM.		G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		N. G. S. SYSTEM.		M. SYSTEM.		B. D.	D. S.	A. B.
	5' 6" gauge.	Other gauges.					Com- mer- cial. Sec- tion.	Mili- tary. Sec- tion.	G. I P. (a) to (c)	I. M. (d) to (h)	B., B. & C. I. (a) to (e) & (k) & (l)	B. M. (f) to (j).	N. G. S (a) & (b).	H. G. V. (c).	M. (a) to (c)	N. (d).				

EARNINGS FROM COACHING TRAFFIC.

1897	3 53	2 75	2 93	2 93	2 14	2 73	3 30	3 26	2 88	1 85	2 92	3 15	2 81	3 85	...	3 58	...	2 13	3 57	3 50
1898	3 61	2 69	2 85	2 87	1 73	2 97	3 05	3 07	2 62	1 68	2 95	3 29	2 94	3 75	...	3 26	...	2 39	3 05	4 85
1899	3 59	2 87	2 78	2 71	2 58	3 38	2 86	2 99	2 57	1 98	2 71	3 43	3 12	3 96	1 77	2 93	3 65	2 55	2 96	4 95
1900	3 62	2 87	3 15	3 25	3 62	3 81	2 74	2 99	2 56	2 12	2 37	3 58	3 11	3 50	2 61	3 16	4 90	2 01	3 22	4 80
1901	3 65	2 95	2 85	3 65	3 30	§	2 64	2 89	2 39	2 35	2 36	3 56	3 41	3 44	2 69	2 94	5 23	1 81	2 56	3 64

EARNINGS FROM GOODS TRAFFIC.

1897	5 17	5 60	3 33	2 14	3 69	2 30	3 32	4 29	2 56	4 16	4 18	8 28	4 11	4 15	...	5 07	...	5 70	3 44	1 73
1898	4 80	5 97	3 30	1 81	4 14	2 55	3 29	4 35	2 36	5 22	3 91	8 33	4 06	4 35	...	4 95	...	7 59	3 80	1 72
1899	4 79	5 79	3 30	2 19	4 26	2 38	3 42	4 30	2 11	5 14	3 96	8 28	4 21	4 69	3 21	4 73	2 89	11 27	3 93	1 52
1900	4 59	6 17	3 11	2 58	3 86	2 85	3 36	4 20	2 16	4 74	4 79	7 75	4 24	4 69	2 08	4 70	3 99	9 91	4 29	1 70
1901	4 64	5 93	3 09	2 52	3 43	§	3 48	4 63	2 22	5 50	4 04	9 54	4 16	4 53	2 34	3 79	6 33	4 72	4 05	2 48

GROSS EARNINGS.†

1897	4 59	4 39	3 21	2 80	3 45	2 80	3 55	3 94	2 76	3 13	3 67	5 56	3 64	4 15	...	4 46	...	4 46	3 95	2 48
1898	4 41	4 42	3 14	2 72	3 53	2 89	3 46	3 93	2 53	3 69	3 57	6 28	3 71	4 30	...	4 21	...	5 48	3 83	2 82
1899	4 40	4 50	3 12	2 78	3 90	2 86	3 50	3 84	2 31	3 79	3 50	6 06	3 93	4 64	2 85	4 00	3 30	6 64	3 91	2 65
1900	4 35	4 69	3 19	3 14	3 91	3 20	3 43	3 72	2 36	3 65	3 91	5 81	3 97	4 49	2 33	4 03	5 18	5 69	4 27	2 84
1901	4 33	4 61	3 02	3 75	3 54	§	3 30	3 96	2 32	4 19	3 38	6 12	4 00	4 37	2 66	3 49	5 73	3 78	3 91	3 23

NET EARNINGS.†

1897	3 22	2 40	1 88	1 20	1 66	0 95	1 54	1 97	1 66	1 09	1 62	2 52	1 89	2 22	...	2 32	...	2 51	1 21	0 18
1898	2 99	2 58	1 76	0 98	1 72	0 72	1 81	2 10	—0 04	1 49	1 60	3 40	2 11	2 40	...	2 17	...	2 53	1 31	0 12
1899	2 95	2 30	2 84	1 08	2 03	1 01	1 91	2 00	—0 56	1 72	1 51	3 21	2 25	2 62	1 66	1 90	0 79	3 65	2 00	0 13
1900	2 82	2 47	1 82	1 30	2 32	0 95	1 66	1 77	—0 18	1 70	2 06	2 68	2 19	2 63	0 92	1 93	2 62	2 83	2 12	0 61
1901	2 81	2 27	1 67	1 72	1 67	§	1 80	2 13	0 03	2 18	1 72	3 40	2 15	2 81	1 22	1 70	3 27	1 95	1 90	0 69

* Excluding Parlakimedi Light railway, as the line was opened from 22nd April 1901 only.

** Information

† Includes all other earnings except

‡ The earnings from coaching and goods traffic

§ Transferred partly to the Bengal-Nággpur railway

earnings) per train-mile of each railway (by systems).

39 of Report.)

the code letters used to express railway systems.

GAUGE.										2' 6" GAUGE.					2' 0" GAUGE.				GAUGE.	
15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class: No.
D.	B. & N. W.	R. & K. SYSTEM.		J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.
		R. & K. (a) & (b)	Powa- yan. (c)																	

EARNINGS FROM COACHING TRAFFIC.

...	2.58	2.88	...	3.13	2.60	3.19	2.32	1.80	2.57	3.73	2.16	0.55				7.76				1897
...	2.26	3.52	...	2.89	2.67	2.87	2.49	1.71	2.38	3.16	2.09	0.50				8.16				1898
...	2.08	3.77	...	3.10	3.50	3.22	2.49	1.58	2.63	3.30	2.19	5.47				7.52				1899
...	2.05	3.51	...	2.59	3.79	3.04	2.59	1.38	2.78	3.82	2.16	4.82				7.78				1900
8.57	2.34	2.81	0.65	2.34	3.73	3.38	2.28	0.63	3.11	3.99	2.17	1.59	1.08	2.25	0.96	7.19	2.97	2.12	0.78	1901

EARNINGS FROM GOODS TRAFFIC.

...	2.50	2.00	...	3.20	2.40	3.43	2.21	3.26	2.47	2.55	2.27	1.58				3.49				1897
...	2.74	2.17	...	3.49	4.22	3.79	2.64	3.72	2.53	2.72	2.35	1.21				2.59				1898
...	2.76	2.17	...	3.77	4.70	3.91	2.60	4.10	2.50	2.62	2.36	9.40				3.34				1899
...	2.61	2.12	...	2.55	5.36	3.67	2.35	4.13	2.77	2.76	1.54	8.02				3.34				1900
0.46	2.81	2.79	0.51	2.55	4.90	3.82	2.50	2.13	3.01	2.80	2.01	7.76	0.53	0.03	1.39	3.40	0.26	0.17	0.43	1901

GROSS EARNINGS.†

2.26	2.66	2.65	...	3.23	2.69	3.42	2.28	3.52	2.61	3.08	2.47	0.11	...	...	...	4.53	...	...	3.07	1897
2.08	2.62	2.95	...	3.32	3.11	3.39	2.65	4.02	2.53	3.03	2.22	4.31	1.00†	...	2.80†	4.76	3.68†	2.01†	3.40	1898
2.33	2.54	3.00	...	3.63	4.12	3.65	2.63	4.91	2.61	2.99	2.30	8.73	0.92†	1.64†	2.88†	4.34	3.51†	2.10†	3.20	1899
2.27	2.45	2.92	...	2.91	4.83	3.44	2.49	3.02	2.83	3.22	1.88	7.26	0.99†	2.28†	2.95†	4.29	3.42†	2.25†	3.21	1900
3.18	2.67	2.91	1.16	2.66	4.30	3.62	2.51	3.00	3.15	3.30	2.15	9.50	0.97†	2.31†	2.57†	4.19	3.24†	2.29†	2.41	1901

NET EARNINGS.†

0.83	1.48	1.07	...	2.13	0.93	1.51	0.98	—3.14	1.23	1.39	1.22	0.21	...	...	...	2.03	...	...	0.45	1897
0.43	1.50	1.43	...	1.97	1.29	1.40	0.79	—2.00	1.14	1.28	0.97	0.81	0.23	...	0.66	2.15	1.53	0.47	0.71	1898
0.46	1.34	1.50	...	2.21	2.05	1.75	0.85	1.41	1.23	1.23	0.93	3.61	0.16	0.29	0.79	1.53	1.58	0.61	—0.20	1899
0.48	1.24	1.50	...	1.62	2.82	1.72	1.16	—1.06	1.40	1.45	0.71	2.48	0.27	0.64	0.79	1.92	1.64	0.79	—0.58	1900
1.23	1.49	1.60	0.35	1.13	1.82	1.56	0.74	—0.95	1.69	1.40	0.75	4.49	0.23	0.51	0.52	1.79	1.42	0.68	—0.12	1901

not available.

those from steam-beat.

are not shown separately in the accounts.

and partly to the Madras railway from the 1st January 1901.

Working expenses in thousands of rupees

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

Gauge.		5' 6"																				
Class: No.	1	2			3	4	5	6	7			8			9			10				
		E. B. S. SYSTEM.							N. W. SYSTEM.			G. I. P. SYSTEM.			U., D. AND C. I. SYSTEM.			N. G. S. SYSTEM.				
		E. I.	5' 6" gauge	Other gauges.					Total.	B. C.	D. N. (a) & (b) †	E. C.	P. T.	O. & E.	Com- mercial section.	Mili- tary sec- tion.	Total (a) to (f).	G. I. P. (a) to (c).	I. M. (d) to (h).	Total.	D. B. & C. I. (a) to (e) and (i).	R. M. (f) to (j).	Total.	N. G. S. (a) and (b).	H. G. V. (c).	Total.
Calen- dar year.																						
ENGINEERING.																						
1897	44,67	7,64	6,41	14,05	1,57	8,00	4,23	35	13,39	46,60	13,36	60,05	46,08	6,65	52,73	27,62	21,71	49,33	5,79	...	5,79	
1898	44,17	8,28	7,74	16,02	1,65	9,53	5,10	41	12,50	45,96	12,86	58,82	39,79	7,60	47,39	18,74	21,61	40,35	4,64	...	4,64	
1899	51,12	13,72	7,47	21,19	1,80	12,52	6,97	31	13,20	37,21	17,09	54,30	40,62	9,63	50,25	21,99	29,29	51,19	4,72	...	4,72	
1900	63,84	13,23	8,17	21,45	1,90	12,20	9,02	35	16,23	34,31	12,45	46,76	29,97	10,70	40,67	27,71	34,27	61,09	7,98	2,67	10,65	
1901	65,60	10,38	8,29	18,67	1,82	17,79	†	40	17,01	40,14	13,97	54,11	34,54	8,49	43,03	14,51	30,34	44,85	3,29	3,38	6,67	
LOCOMOTIVE.																						
1897	40,13	11,54	5,98	17,42	1,41	8,96	7,06	44	13,68	56,89	10,25	67,13	69,75	12,55	82,60	25,23	34,79	60,02	4,75	...	4,75	
1898	59,84	8,05	6,11	14,16	1,20	10,14	6,72	49	13,01	67,95	10,19	78,14	74,70	13,57	88,27	29,73	36,69	63,41	5,62	...	5,62	
1899	63,51	9,10	6,53	15,63	1,50	11,97	8,93	43	12,69	69,77	11,31	81,09	78,27	16,77	95,04	30,47	42,79	73,29	5,43	14	5,57	
1900	73,52	10,36	7,49	17,85	1,47	16,60	11,47	70	19,61	69,61	12,19	81,70	79,95	20,75	1,04,60	34,14	52,41	86,89	6,85	2,20	8,65	
1901	75,67	13,26	9,09	22,35	1,61	19,27	†	68	19,87	80,93	13,65	94,58	87,60	21,20	1,09,79	29,55	49,39	78,91	5,14	3,12	8,26	
CARRIAGE AND WAGON.																						
1897	17,71	2,61	1,78	4,42	22	2,74	1,04	23	6,90	10,90	1,33	12,13	22,89	2,04	25,02	9,63	8,09	18,62	1,18	...	1,18	
1898	18,22	3,21	1,89	5,10	40	2,57	1,34	27	4,76	15,07	1,44	16,51	36,93	3,28	40,19	9,74	9,64	19,38	1,29	...	1,29	
1899	19,39	4,54	1,97	6,51	46	2,80	1,77	21	8,14	15,32	1,63	16,95	23,72	4,40	28,12	14,95	9,00	24,01	1,15	1	1,16	
1900	21,40	4,64	2,79	7,43	20	3,53	1,93	60	6,95	14,14	1,70	15,90	18,07	4,13	22,20	15,31	15,09	20,39	1,33	16	1,19	

* Includes working expenses under miscellaneous and steam
† Excludes the Parlakimedi Light railway, as the line was
‡ Transferred partly to the Bengal-Nagpur railway and partly
§ Information

§ Information
NOTE.—For working expenses per mile

DIX 24.

of each railway (by systems).

40 and 45 of Report.)

the code letters used to express railway systems.

Appendix 24.
Working expenses.

		3' 31".												2' 0".					2' 0".				Gauge.		
11		12	13	14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class: No.
M. system.							R. AND K. SYSTEM.																		
M.	N.	B. D.	D. S.	A. B.	D.	B. & N.-W.	R. & K.	Pow- van Light	J. D.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calen- dar year.
(a) to (c).	(d).						(a) (b).	(c)																	
ENGINEERING.																									
12,90	...	27	2,01	2,56	4	7,27	1,75	...	91	36	2,86	11,93	54	11,66	12,45	42	11	...	...	...	79	...	...	23	1897
12,79	...	36	2,73	6,03	5	7,89	1,87	...	1,01	29	2,93	11,87	54	9,26	12,84	39	12	8	...	18	77	28	13	24	1898
12,03	23	27	1,53	4,26	5	10,24	2,28	...	2,49	24	2,72	11,92	59	8,19	12,40	40	12	9	8	18	1,03	40	12	30	1899
13,99	...	25	1,73	4,43	4	11,05	1,98	...	1,92	26	2,55	13,41	67	9,10	13,71	42	13	9	11	17	70	28	12	49	1900
15,91	15	53	1,83	5,46	4	12,00	1,82	5	3,72	30	2,64	14,64	75	8,70	15,49	41	11	9	12	15	1,06	31	14	12	1901
LOCOMOTIVE.																									
21,70	...	26	89	2,09	6	5,27	1,50	...	1,80	20	3,55	19,08	76	17,73	15,34	78	18	...	...	...	1,29	...	...	20	1897
20,63	...	26	94	2,02	10	5,82	1,51	...	1,03	25	3,45	15,37	83	17,63	16,83	75	23	12	...	13	1,36	23	9	16	1898
21,05	30	26	1,05	2,61	8	8,26	1,76	...	3,02	33	3,54	16,50	1,03	17,80	18,20	68	18	14	7	14	1,39	31	11	10	1899
22,91	55	37	1,09	2,55	11	9,03	1,66	...	3,64	49	3,81	18,86	94	16,44	22,73	1,20	12	15	10	15	1,50	37	6	17	1900
35,32	66	75	1,23	3,15	16	9,86	1,97	5	4,71	39	3,16	17,91	99	19,08	26,43	1,00	17	14	11	15	1,45	40	13	41	1901
CARRIAGE AND WAGON.																									
6,16	...	3	49	24	1	1,58	44	...	26	5	66	3,57	17	5,21	3,93	12	8	...	...	...	47	...	...	4	1897
4,77	...	5	47	45	3	1,45	50	...	25	3	66	4,28	16	5,27	4,29	15	4	2	...	5	41	9	4	5	1898
4,60	2	7	49	52	5	1,93	62	...	35	11	66	4,82	10	4,58	4,15	17	5	4	2	7	51	10	3	22	1899
4,80	3	7	53	62	4	2,59	65	...	45	4	73	5,23	21	5,17	5,40	17	3	3	5	7	65	9	2	6	1900
7,00	3	17	51	92	1	2,63	78	5	63	15	72	5,66	21	5,41	6,10	16	3	5	3	5	54	0	3	6	1901
TRAFFIC.																									
8,46	...	30	52	1,69	5	4,63	1,22	...	74	10	2,21	9,05	51	8,50	8,84	41	17	...	...	...	60	...	...	23	1897
8,71	...	30	52	1,64	6	4,91	1,20	...	71	13	2,16	8,31	40	8,27	9,66	42	23	18	...	15	58	31	18	19	1898
9,07	4	31	57	2,03	5	5,63	1,33	...	68	18	2,16	8,43	58	7,85	9,14	42	17	16	16	16	68	45	20	10	1899
8,87	10	30	62	2,32	6	6,77	1,33	...	1,01	21	2,25	9,21	57	7,95	10,22	47	15	16	20	16	69	47	20	19	1900
13,31	11	45	70	2,93	6	8,23	1,47	5	1,27	20	1,88	8,95	57	7,59	11,11	38	17	16	21	17	61	44	20	16	1901
GENERAL.																									
5,81	...	31	80	2,49	2	3,86	1,44	...	40	7	2,05	8,62	99	6,40	6,06	37	34	...	...	...	74	...	...	11	1897
5,73	...	29	80	2,27	3	4,04	1,46	...	43	13	2,13	8,97	91	6,39	6,56	38	39	13	...	13	75	19	11	11	1898
5,90	2	25	81	3,32	2	4,56	1,51	...	57	13	2,09	8,16	96	6,30	6,80	45	38	12	5	13	82	13	6	12	1899
6,18	4	24	83	3,10	2	5,10	1,48	...	50	18	1,95	7,99	96	6,68	6,56	33	37	12	7	13	73	12	5	11	1900
8,44	4	55	82	3,71	3	5,57	1,67	5	92	17	2,03	8,10	98	6,79	7,40	34	38	13	7	15	86	15	6	12	1901
TOTAL.*																									
53,41	...	1,41	5,65	9,18	19	26,21	7,43	...	4,29	80	11,79	53,66	3,40	50,60	47,91	2,16	86	...	...	...	4,05	...	...	62	1897
51,18	...	1,54	5,50	12,51	25	28,09	7,72	...	5,51	82	11,76	50,31	3,31	49,27	52,03	2,12	1,06	53	...	66	4,07	1,11	55	76	1898
56,70	64	1,55	4,51	12,97	27	36,32	8,09	...	8,12	1,08	11,64	51,43	4,03	46,95	52,47	2,50	91	54	38	60	4,58	1,38	52	1,02	1899
59,02	75	1,55	4,80	13,46	29	39,68	8,15	...	8,09	1,32	11,88	56,23	4,00	46,66	61,35	2,64	52	66	50	70	4,47	1,33	49	1,02	1900
63,64	1,03	2,42	5,14	16,78	30	43,34	7,89	47	12,41	1,23	10,66	67,15	4,17	49,29	68,96	2,33	80	58	54	67	4,74	1,46	55	87	1901

boat, direct charges and contribution to Provident Fund.
opened from the 22nd April 1901 only.
to the Madras railway from the 1st January 1901.
not available.
and per train-mile, see Appendices 26 and 27.

Appendix 25. Proportion of expenses to earnings.

APPENDIX 25.
Proportion per cent. of working expenses

(Referred to in paragraphs
N. B.—A reference to Appendix 2 will furnish the key to

APPEAL																			
Proportion per cent. of working expenses.																			
N. B.—A reference to Appendix 2 will furnish the key to																			
(Referred to in paragraph																			
5' 6".																			
Gauge	Class No.	1	2		3	4	5	6	7		8	9	10	11					
Calendar year.	P. L.	E. B. S. SYSTEM.		B. C.	H. N. SYSTEM. B. N. (a) & (b).	E. C.	P. T.	O. & R.	N. W. SYSTEM.		G. I. P. SYSTEM.	E. B. & C. I. SYSTEM.	N. G. S. SYSTEM.	M. SYSTEM					
		5' 6' gauge.	Other gauges.						Total.	Commercial section.					Military section.	Total.	G. I. P. (a) to (c).	I. M. (d) to (h).	Total.	B. B. & C. I. (i) to (l) & (l).	R. M. (f) to (j).	Total.	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (c).	N. (d).
1907.	7-36	8-55	10-68	9-47	13-62	13-00	14-79												
1908.	7-16	9-53	12-66	10-83	16-08	13-80		8-90	15-73	15-34									
1909.	8-26	15-10																	
ENGINEERING DEPARTMENT.																			

ENGINEERING DEPARTMENT.

1897.	7.36	8.55	10.88	9.47	13.82	13.00	14.79	8.90	15.73	15.34	38.23	17.70	16.21	10.32	15.12	18.35	10.85	14.23	15.33	...	10.09	...
1898.	7.16	9.53	12.66	10.83	16.08	13.86	18.45	9.47	12.69	12.48	40.68	14.71	11.41	11.21	11.39	11.52	9.45	10.31	11.33	...	11.66	...
1899.	8.20	15.16	11.08	13.42	15.82	13.80	16.03	7.69	11.85	10.78	55.71	14.46	11.34	12.08	11.47	12.03	10.96	11.39	10.07	...	11.17	27.43
1900.	9.59	13.80	10.37	12.26	14.22	9.40	14.91	6.50	13.90	11.12	38.40	13.71	8.65	9.46	8.85	14.67	11.46	12.70	15.16	19.43	12.34	...
1901.	9.98	10.99	10.84	10.92	12.95	13.60	†	7.34	12.63	9.68	36.59	11.95	8.25	8.49	8.31	8.51	10.66	9.85	7.54	16.82	9.78	6.28

LOCOMOTIVE.

1897.	8.09	12.92	9.99	11.75	12.36	14.45	21.71	11.21	16.06	18.69	29.31	19.73	24.53	19.92	23.63	17.23	17.40	17.32	12.58	...	18.49	...
1898.	9.53	9.28	10.00	9.55	11.73	14.74	24.30	11.19	13.21	18.45	32.37	19.55	21.42	20.01	21.19	16.43	16.05	16.21	12.32	...	18.81	...
1899.	9.70	10.05	9.68	9.89	13.19	13.20	20.72	9.53	11.40	20.23	36.85	21.59	21.86	21.00	21.70	16.73	16.01	16.31	12.29	21.76	22.32	35.23
1900.	10.40	10.77	9.51	10.20	11.01	12.80	18.97	13.12	16.82	22.53	37.60	23.97	23.06	18.34	21.88	18.07	17.53	17.74	11.10	20.69	20.21	27.41
1901.	10.36	14.03	11.89	13.08	11.49	14.74	†	10.74	14.75	19.51	35.77	20.83	20.95	20.85	20.93	17.32	17.35	17.84	11.80	15.54	21.71	27.41

CARRIAGE AND WAGON.

1897.	2.92	2.86	3.01	2.97	1.53	4.43	3.65	5.85	8.18	3.55	3.79	3.58	8.08	4.56	7.43	6.57	4.49	5.37	3.13	...	5.25	...
1898.	2.93	3.70	3.08	3.41	4.51	3.74	4.83	6.33	4.83	4.09	4.57	4.13	10.59	4.81	9.64	5.99	4.22	4.95	3.15	...	4.35	...
1899.	2.96	5.01	2.92	4.12	4.05	3.08	4.09	4.65	7.91	4.44	5.30	4.51	6.62	5.51	6.42	7.72	3.73	5.35	2.59	1.16	4.27	2.1
1900.	3.22	4.83	3.53	4.25	2.14	2.76	3.19	9.33	5.86	4.58	5.43	4.66	5.22	3.65	4.92	8.10	5.04	6.23	2.52	1.39	4.30	1.7
1901.	3.04	6.51	4.49	5.61	2.42	4.20	†	6.92	3.46	5.24	5.90	5.29	4.90	5.23	4.96	5.86	5.89	5.86	3.03	1.68	4.30	1.37

TRAFFIC.

1897.	6.03	10.69	8.44	9.71	10.92	8.90	11.75	29.92	9.26	7.69	13.40	8.28	10.41	8.16	9.99	6.93	8.23	7.68	7.04	...	7.20	...
1898.	6.33	12.01	8.96	10.76	12.59	8.56	13.27	30.76	8.36	7.15	13.67	7.66	8.57	7.83	8.45	6.44	7.51	7.07	6.51	...	7.94	...
1899.	6.34	11.97	9.03	10.72	11.48	8.01	12.14	28.66	8.19	7.67	14.85	8.26	8.59	7.60	8.41	5.96	6.45	6.25	6.21	11.91	8.05	5.23
1900.	6.46	11.57	8.41	10.15	11.29	6.83	9.52	33.12	8.71	8.51	14.46	9.03	9.31	6.13	8.54	6.45	6.30	6.36	5.32	10.28	7.62	4.86
1901.	6.79	12.30	9.18	10.91	9.99	9.38	†	28.10	8.75	7.21	13.42	7.73	7.43	7.61	7.59	6.65	6.68	6.67	6.20	9.13	8.18	4.43

GENERAL.

1897.	3.15	4.04	4.42	4.19	10.26	8.95	10.12	3.95	4.90	3.44	7.21	3.83	4.78	8.12	5.39	4.06	6.16	5.24	7.76	...	4.95	...
1898.	3.13	4.26	4.43	4.34	12.96	8.49	11.50	5.27	4.42	3.22	7.90	3.59	3.84	7.49	4.41	3.45	5.37	4.57	6.55	...	5.22	...
1899.	3.14	4.23	4.29	4.27	12.66	8.09	9.15	4.47	4.23	3.47	8.50	3.89	3.36	6.97	4.26	3.08	4.61	3.93	6.10	6.98	5.48	1.82
1900.	3.14	4.05	4.07	4.00	11.12	6.20	6.83	4.11	4.31	4.00	8.87	4.47	4.12	5.23	4.38	3.07	3.77	3.49	4.90	8.05	5.46	1.92
1901.	3.22	4.39	4.45	4.42	11.16	7.48	†	4.07	4.01	3.15	7.57	3.52	4.11	4.14	4.13	4.02	4.03	4.03	5.81	9.83	5.18	1.57

PROPORTION OF TOTAL WORKING EXPENSES TO GROSS EARNINGS.

1897.	29.98	46.49	43.64	45.35	56.98	51.94	59.59	62.21	58.59	49.97	93.76	54.49	65.61	56.13	63.86	54.51	47.97	50.94	47.17	...	48.06	...
1898.	31.21	41.86	46.01	43.57	64.08	51.10	76.46	65.07	46.12	46.52	101.26	50.83	55.26	55.39	57.79	45.31	43.31	44.37	41.87	...	49.74	...
1899.	33.16	49.30	43.50	46.82	61.23	47.96	65.11	56.90	45.45	48.14	123.42	54.20	54.56	56.85	54.93	46.59	42.83	44.57	39.28	41.81	52.70	76.79
1900.	34.78	47.75	43.66	45.92	58.70	40.56	56.10	67.48	51.42	52.47	107.60	57.71	52.47	47.26	51.94	53.58	45.40	48.51	41.52	60.41	52.04	2.83
1901.	33.27	50.89	49.40	49.84	54.25	52.98	†	58.89	45.60	46.14	101.15	50.78	49.63	48.87	49.21	44.50	46.21	45.57	35.59	54.07	51.40	42.87

† Excluding Parlakimedi Light railway as the line was opened from the 22nd April 1901 only. † Transferred partly to the Bengal-Nagpur N.B.—Excludes Cherra Companyganj (2' 6" gauge) railway

DIX 25.

Appendix 25.
Proportion of expenses to earnings.

to gross earnings of each railway (by systems.)

40 and 45 of Report).

the code letters used to express railway systems.

3' 3 3/4".												2' 6".					2' 0".					Gauge.
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Class : No.
B. D.	D. S.	A. B.	D.	B. & N. W.	R. & K. SYSTEM. R. & K. (a) & (b) P. L. (c)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calen- dar Year.

ENGINEERING DEPARTMENT.

9'34	35'43	25'83	13'81	12'14	13'96	...	7'36	28'83	13'53	12'68	29'88	12'29	14'35	9'86	10'42	...	...	...	10'67	...	...	21'21	1897
13'54	32'67	46'09	14'86	12'18	12'51	...	14'07	19'96	14'64	16'56	24'38	10'56	14'28	11'63	9'16	11'22	...	21'39	10'20	14'76	17'03	21'71	1898
9'87	16'64	26'29	14'69	13'18	13'13	...	11'03	11'18	12'14	15'71	10'19	9'81	14'05	10'38	7'43	13'09	16'96	18'47	14'39	15'84	16'60	31'38	1899
7'06	17'88	25'90	11'89	13'73	11'69	...	10'52	8'29	10'80	15'44	20'09	9'97	12'43	10'02	10'07	11'98	15'23	17'98	8'61	10'97	15'47	56'32	1900
6'76	18'31	25'56	7'78	12'35	10'38	†	16'61	31'65	13'91	18'04	20'43	8'35	13'03	11'51	6'74	11'80	16'98	17'83	13'51	11'89	18'05	14'09	1901

LOCOMOTIVE.

8'92	10'89	21'08	20'48	8'78	11'96	...	14'52	16'65	16'82	20'28	42'37	18'69	17'68	18'17	17'13	...	...	...	17'27	...	...	20'71	1897
9'49	11'25	15'42	29'77	8'98	10'08	...	14'19	17'20	17'22	21'44	37'57	20'12	18'71	19'81	17'84	16'06	...	15'46	18'05	12'27	12'13	17'15	1898
9'39	11'44	16'13	25'18	10'62	10'14	...	14'47	15'40	15'60	21'74	18'04	20'25	20'63	20'81	11'48	20'44	14'97	14'45	19'38	12'26	14'53	19'33	1899
10'72	11'25	14'92	32'55	11'22	9'79	...	20'02	15'54	16'11	21'71	28'09	17'85	20'61	28'44	9'07	19'15	15'21	15'86	18'52	14'46	13'00	19'22	1900
15'32	12'35	14'76	32'56	10'15	11'23	†	21'03	17'74	16'63	22'07	26'66	18'13	22'24	27'81	10'28	16'57	16'28	17'83	13'46	17'54	16'33	49'29	1901

CARRIAGE AND WAGON.

1'23	5'94	2'43	2'29	2'63	3'51	...	2'08	4'50	3'11	4'11	9'33	5'49	4'53	2'70	3'18	...	...	...	6'28	...	...	4'30	1897
1'92	5'57	3'40	8'18	2'25	3'33	...	1'80	2'24	3'28	5'93	7'32	6'02	4'77	4'07	3'32	3'31	...	5'58	5'87	4'72	4'73	5'12	1898
2'42	5'35	3'20	15'34	2'48	3'57	...	1'68	5'03	2'95	6'35	3'35	5'55	4'71	4'07	3'34	5'43	4'53	8'00	7'14	3'84	4'26	22'43	1899
2'05	5'46	3'60	10'61	3'21	3'85	...	2'48	1'32	3'08	6'07	6'39	5'62	4'89	4'03	2'50	4'26	3'65	7'36	8'09	3'54	2'90	7'37	1900
3'56	5'11	4'33	2'10	2'70	4'41	†	2'35	6'67	3'80	6'97	5'69	5'14	5'13	4'53	1'84	6'25	4'79	5'44	6'95	3'64	3'47	7'30	1901

TRAFFIC.

10'48	6'39	16'91	17'25	7'72	9'75	...	5'94	8'21	10'46	9'62	23'56	8'97	10'18	10'37	15'83	...	...	...	8'03	...	...	24'11	1897
11'02	6'18	12'53	17'60	7'59	8'40	...	5'21	8'75	10'77	11'58	22'36	9'44	10'75	11'07	17'64	23'78	...	17'73	7'70	16'40	23'24	19'64	1898
11'19	6'20	12'82	16'31	7'21	7'65	...	4'09	8'48	9'62	11'11	10'07	8'93	10'35	10'02	10'62	24'18	34'63	16'46	9'45	17'89	27'94	19'52	1899
10'11	6'44	13'58	15'06	8'42	7'89	...	5'55	6'76	9'51	10'60	17'24	8'52	9'27	11'16	12'59	20'81	28'22	16'99	8'56	18'34	26'13	21'95	1900
9'15	6'98	13'73	13'25	8'47	8'35	†	5'69	9'06	9'93	11'03	15'49	7'22	9'35	10'66	10'06	19'39	30'05	19'77	7'70	16'93	25'28	19'10	1901

GENERAL.

10'94	9'78	25'11	8'14	6'43	11'48	...	3'29	6'09	9'73	9'16	55'02	6'75	6'99	8'61	31'38	...	...	...	9'92	...	...	11'18	1897
10'78	9'60	17'38	7'84	6'24	9'74	...	3'21	8'79	10'61	12'52	41'29	7'29	7'63	10'00	30'05	17'01	...	14'77	9'89	10'20	15'01	11'50	1898
9'03	8'73	20'48	7'07	5'85	8'67	...	2'74	6'37	9'33	10'74	16'72	7'16	7'77	10'60	24'59	18'18	10'75	13'86	11'47	5'17	7'44	12'54	1899
7'05	8'59	18'14	6'74	6'30	8'76	...	3'25	5'54	8'61	9'20	23'73	7'25	6'22	7'71	29'63	15'66	9'62	13'83	9'04	4'67	7'20	12'35	1900
11'24	8'20	20'22	5'75	5'73	9'51	†	4'13	7'78	10'73	10'43	26'73	6'45	6'30	9'50	22'74	15'82	9'71	17'53	10'87	5'87	7'10	14'48	1901

PROPORTION OF TOTAL WORKING EXPENSES§ TO GROSS EARNINGS.-

49'27	68'93	92'71	63'22	43'78	59'18	...	34'67	65'18	55'82	57'03	159'46	53'15	55'25	50'49	79'99	...	...	...	55'29	...	...	85'32	1897
57'40	65'79	95'83	79'43	43'37	51'58	...	40'55	57'33	58'67	70'17	149'87	54'91	57'87	56'41	81'15	71'64	...	76'49	53'89	53'36	72'12	79'02	1898
56'63	48'86	80'08	79'93	46'67	50'09	...	38'99	50'21	51'92	67'78	71'21	52'66	59'45	59'56	58'63	81'57	81'84	72'51	64'03	55'02	70'77	106'16	1899
44'42	49'96	73'69	78'86	49'21	47'97	...	44'30	41'59	50'26	64'78	120'04	50'49	55'62	62'49	65'89	72'63	71'95	73'12	55'23	51'99	64'71	118'07	1900
49'65	51'50	78'60	61'45	44'59	44'90	70'00	55'59	57'64	57'26	70'45	118'20	46'60	58'02	65'00	52'69	70'23	78'03	79'84	60'18	56'21	70'52	105'01	1901

and partly to the Madras railways.
which has been closed from 25th March 1900 and subsequently abandoned.

† Information not available.

§ Including special and miscellaneous and steam-boat expenses.

Appendix 26.

Mileage expenses.

APPEN

Working expenses per mean mile

(Referred to in paragraphs

Note.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"																				
Class: No.	1	2	3	4	5	6	7			8		9		10		11		12	13			
Calendar year.	E. I.	E. B. system.		B. C.	B. N. (a) & (b)	E. C.	P. T.	O. & R.	N. W. system.			G. I. P. system.		B., B. & C. I. system.		N. G. S. system.		Madras system.		B. D.	D. S.	
		5' 6" gauge.	Other gauges						Com. sec.	Mily. sec.	Total.	G. I. P. (a) to (c)	I. M. (d) to (h)	B., B. & C. I. (e) to (k) & (l)	R. M. (f) to (j)	N. G. S. (a) & (b)	H. G. V. (c)	M. (a) to (e)	N. (d)			
ENGINEERING DEPARTMENT.																						
1897 . .	2,323	3,024	1,093	1,410	935	791	4,104	1,526	2,215	1,438	1,977	3,089	704	4,652	1,111	1,632	...	1,504	...	742	3,325	
1898 . .	2,293	3,210	1,320	1,318	1,031	935	4,753	1,256	1,806	1,347	1,681	2,668	778	3,075	1,092	1,308	...	1,491	...	989	3,216	
1899 . .	2,798	5,134	1,154	1,295	1,088	886	4,024	1,281	1,488	1,689	1,546	2,724	870	3,184	1,480	1,330	...	1,403	2,501	742	1,806	
1900 . .	3,017	4,955	1,155	1,365	1,013	1,134	4,063	1,514	1,330	1,208	1,295	1,977	849	3,565	1,733	2,252	711	1,637	...	406	2,033	
1901 . .	3,122	3,873	1,133	1,311	1,106	†	5,192	1,500	1,509	1,305	1,449	2,207	673	1,836	1,611	926	869	1,173	896	304	2,066	
LOCOMOTIVE DEPARTMENT.																						
1897 . .	2,555	4,568	1,003	1,125	1,039	1,322	5,172	1,558	2,699	1,102	2,211	4,677	1,360	4,249	1,781	1,339	...	2,530	...	714	1,020	
1898 . .	3,054	3,121	1,042	962	1,006	1,231	5,621	1,307	2,671	1,067	2,233	5,009	1,390	4,386	1,853	1,415	...	2,405	...	714	1,708	
1899 . .	3,193	3,405	1,008	1,053	1,040	1,143	4,991	1,232	2,792	1,117	2,309	5,245	1,515	4,431	2,162	1,532	543	2,808	3,213	714	1,241	
1900 . .	3,475	3,864	1,063	1,057	1,378	1,470	8,198	1,832	3,697	1,183	2,264	5,268	1,646	4,521	2,651	1,649	756	2,682	3,231	616	1,279	
1901 . .	3,602	4,947	1,243	1,163	1,199	†	7,593	1,753	3,043	1,275	2,533	5,597	1,681	3,738	2,624	1,448	802	2,605	3,915	690	1,395	
CARRIAGE AND WAGON DEPARTMENT.																						
1897 . .	971	1,045	304	175	318	195	2,697	793	512	143	399	1,541	311	1,622	498	333	...	718	...	82	557	
1898 . .	946	1,244	322	394	278	245	3,205	478	592	150	472	2,476	334	1,598	487	364	...	556	...	137	549	
1899 . .	984	1,609	304	332	243	226	3,433	790	613	161	483	1,590	397	2,043	504	323	29	525	235	192	581	
1900 . .	1,012	1,733	395	205	297	250	5,828	638	548	171	441	1,192	327	1,970	763	375	51	571	207	118	621	
1901 . .	1,057	2,296	470	245	341	†	4,891	411	816	209	642	1,309	388	1,264	891	372	87	516	195	160	577	
TRAFFIC DEPARTMENT.																						
1897 . .	1,904	3,780	848	996	640	629	13,805	898	1,112	504	926	1,984	557	1,713	843	750	...	986	...	824	599	
1898 . .	2,028	4,043	933	1,032	637	672	15,445	827	1,035	451	875	2,006	544	1,720	867	747	...	1,016	...	824	609	
1899 . .	2,108	4,056	940	942	631	670	15,005	886	1,059	451	883	2,063	546	1,579	876	774	297	1,012	476	852	673	
1900 . .	2,155	4,150	940	1,084	742	737	20,695	948	1,018	456	858	2,128	555	1,568	953	791	376	1,038	572	581	733	
1901 . .	2,363	4,336	560	1,011	763	†	19,869	1,040	1,124	479	938	2,000	604	1,436	1,011	761	472	982	632	412	787	
GENERAL CHARGES.																						
1897 . .	1,002	1,429	444	934	643	542	1,825	476	497	271	428	911	554	1,002	626	826	...	677	...	852	916	
1898 . .	1,002	1,434	460	1,062	631	582	2,645	438	466	260	410	899	520	921	720	753	...	668	...	797	945	
1899 . .	1,044	1,448	446	1,039	638	505	2,339	457	480	258	416	878	503	814	622	761	174	690	166	687	948	
1900 . .	1,049	1,450	455	1,068	668	533	2,568	472	479	279	422	942	470	747	570	728	294	724	226	406	97	
1901 . .	1,120	1,547	465	1,129	668	†	2,873	476	490	270	427	1,098	329	868	610	714	507	622	225	506	926	
TOTAL WORKING EXPENSES.*																						
1897 . .	9,409	16,440	2,835	5,188	3,723	3,528	23,701	5,492	7,208	3,502	6,074	12,509	3,834	13,576	4,910	5,024	...	6,577	...	3,269	6,460	
1898 . .	10,242	14,057	4,215	5,051	3,800	3,719	32,671	4,566	6,725	3,316	5,795	13,626	3,847	12,239	5,000	4,813	...	6,317	...	4,176	6,476	
1899 . .	11,032	16,700	4,015	5,025	3,781	3,515	23,788	4,913	6,632	3,722	5,795	13,102	4,102	12,470	5,785	5,417	1,044	6,579	6,937	3,324	5,303	
1900 . .	11,511	17,002	4,197	5,635	4,370	4,291	42,164	5,599	6,279	3,355	5,452	12,218	4,216	13,193	6,853	6,167	2,209	6,907	4,461	2,178	5,720	
1901 . .	12,165	17,933	5,060	5,459	4,309	†	41,637	5,418	7,186	3,607	6,159	12,834	3,885	9,604	6,993	4,370	2,792	6,169	6,121	2,234	5,813	

* Includes special and miscellaneous expenditure, direct charges, † Transferred partly

N.B.—Excludes Cherra-Companyganj railway which

rent of leased lines and contribution to Provident Fund.
to the Bengal-Nággpur railway and partly to the Madras railway from the 1st January 1901.
not available.
has been closed from 25th March 1900 and subsequently abandoned.

Appendix 27.

Train-mile expenses.

APPEN

Working expenses per train-mile

(Referred to in paragraphs

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6"																		
CLASS : No.	1	2		3	4	E. C.	6	7			8 G. I. P. SYSTEM.		9 B. B. & C. I. SYSTEM.		10 N. G. S. SYSTEM.		11 MADRAS SYSTEM.		12	13
Calendar year.	E. I.	E. B. SYSTEM.		B. C.	B. N. (a) & (b).		O & R.	N. W. SYSTEM.			G. I. P. (a) to (c).	I. M. (d) to (h).	B. B. & C. I. (a) to (e) & (k) & (l).	R. M. (f) to (j).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (c).	Nilgiri (d).	B. D.	D. S.
		5' 6" gauge (a).	Other gauges (b) to (e).					Com. sec.	Mily. sec.	Total.										

ENGINEERING DEPARTMENT.

1897	0'34	0'37	0'38	0'39	0'45	0'42	0'56	0'59	1'07	0'66	0'51	0'38	1'06	0'40	0'61	...	0'49	...	0'43	1'23
1898	0'32	0'42	0'43	0'44	0'49	0'55	0'44	0'49	1'04	0'56	0'42	0'40	0'72	0'35	0'49	...	0'49	...	0'78	1'10
1899	0'37	0'63	0'37	0'44	0'54	0'47	0'41	0'42	1'32	0'53	0'43	0'42	0'73	0'43	0'49	...	0'45	0'90	0'69	0'56
1900	0'39	0'64	0'36	0'45	0'37	0'47	0'41	0'92	0'48	0'31	0'36	0'77	0'44	0'62	0'45	0'49	...	0'42	0'71	
1901	0'39	0'51	0'36	0'49	0'48	†	0'42	0'38	0'85	0'45	0'35	0'29	0'52	0'42	0'33	0'45	0'34	0'36	0'26	0'72

LOCOMOTIVE DEPARTMENT.

1897	0'37	0'57	0'35	0'35	0'50	0'69	0'60	0'72	0'82	0'74	0'77	0'73	0'96	0'63	0'52	...	0'82	...	0'42	0'42
1898	0'42	0'41	0'34	0'32	0'53	0'72	0'49	0'73	0'83	0'74	0'79	0'72	1'03	0'60	0'53	...	0'80	...	0'55	0'40
1899	0'43	0'45	0'32	0'37	0'52	0'60	0'41	0'78	0'87	0'79	0'83	0'74	1'01	0'63	0'57	0'62	0'89	1'16	0'65	0'42
1900	0'45	0'51	0'33	0'35	0'50	0'61	0'57	0'84	0'90	0'85	0'84	0'72	0'95	0'68	0'49	0'48	0'82	1'42	0'60	0'45
1901	0'45	0'65	0'39	0'43	0'52	†	0'49	0'77	0'84	0'78	0'88	0'72	1'06	0'69	0'52	0'41	0'75	1'57	0'64	0'48

CARRIAGE AND WAGON DEPARTMENT.

1897	0'13	0'13	0'10	0'05	0'15	0'10	0'30	0'14	0'11	0'10	0'25	0'17	0'37	0'16	0'13	...	0'23	...	0'05	0'23
1898	0'13	0'17	0'10	0'13	0'13	0'14	0'18	0'16	0'12	0'16	0'39	0'17	0'38	0'16	0'13	...	0'19	...	0'11	0'28
1899	0'13	0'23	0'10	0'11	0'12	0'12	0'27	0'17	0'13	0'17	0'25	0'19	0'47	0'15	0'12	0'03	0'17	0'08	0'17	0'19
1900	0'13	0'22	0'12	0'07	0'11	0'10	0'20	0'17	0'13	0'16	0'19	0'14	0'43	0'20	0'09	0'03	0'17	0'09	0'12	0'22
1901	0'13	0'30	0'15	0'09	0'15	†	0'11	0'21	0'14	0'20	0'21	0'17	0'36	0'23	0'13	0'04	0'15	0'08	0'14	0'20

TRAFFIC DEPARTMENT.

1897	0'28	0'47	0'30	0'31	0'31	0'33	0'33	0'30	0'37	0'31	0'32	0'30	0'39	0'30	0'29	...	0'31	...	0'49	0'25
1898	0'28	0'53	0'30	0'34	0'30	0'39	0'29	0'28	0'35	0'29	0'32	0'28	0'40	0'28	0'28	...	0'33	...	0'64	0'22
1899	0'28	0'54	0'30	0'32	0'31	0'35	0'29	0'30	0'35	0'30	0'32	0'26	0'36	0'25	0'29	0'34	0'32	0'17	0'78	0'23
1900	0'28	0'55	0'29	0'35	0'27	0'30	0'30	0'32	0'35	0'32	0'34	0'24	0'34	0'24	0'24	0'24	0'31	0'25	0'60	0'26
1901	0'29	0'57	0'30	0'37	0'33	†	0'29	0'29	0'31	0'29	0'31	0'26	0'41	0'27	0'27	0'24	0'29	0'25	0'36	0'27

GENERAL CHARGES.

1897	0'15	0'18	0'15	0'29	0'31	0'28	0'17	0'13	0'20	0'14	0'15	0'29	0'23	0'22	0'32	...	0'22	...	0'51	0'38
1898	0'14	0'19	0'15	0'35	0'30	0'34	0'15	0'13	0'20	0'14	0'14	0'26	0'22	0'20	0'28	...	0'22	...	0'62	0'35
1899	0'14	0'19	0'14	0'35	0'31	0'26	0'15	0'13	0'20	0'14	0'14	0'24	0'19	0'18	0'28	0'20	0'22	0'06	0'63	0'33
1900	0'14	0'19	0'14	0'34	0'24	0'22	0'15	0'15	0'21	0'16	0'15	0'21	0'16	0'14	0'21	0'19	0'22	0'10	0'42	0'34
1901	0'14	0'20	0'15	0'42	0'26	†	0'13	0'12	0'18	0'13	0'17	0'14	0'25	0'16	0'25	0'26	0'18	0'09	0'44	0'32

TOTAL WORKING EXPENSES.*

1897	1'36	1'98	1'33	1'60	1'79	1'85	2'06	1'92	2'60	2'03	2'09	2'05	3'08	1'75	2'02	...	2'12	...	1'95	2'57
1898	1'42	1'84	1'38	1'74	1'80	2'17	1'65	1'83	2'57	1'91	2'20	1'97	2'88	1'61	1'90	...	2'06	...	1'88	2'28
1899	1'46	2'20	1'28	1'70	1'87	1'85	1'61	1'85	2'92	1'98	2'11	1'98	2'86	1'68	2'01	1'19	2'09	2'51	2'99	1'74
1900	1'50	2'22	1'31	1'84	1'58	1'77	1'75	1'95	2'57	2'04	1'95	1'86	2'85	1'74	1'74	1'41	2'10	1'96	2'25	1'99
1901	1'52	2'35	1'59	2'03	1'86	†	1'51	1'82	2'35	1'89	2'01	1'65	2'73	1'84	1'56	1'44	1'80	2'46	1'94	2'01

* Includes special and miscellaneous expenditure, direct

† Transferred partly

† Information

N.B.—Excludes Cherra Company's

DIX 27.

Appendix 27.
Train-mile expenses.

of each railway (by systems).

40 and 45 of Report.)

to the code letters used to express railway systems.

3' 3 3/4".											2' 6".					2' 0".				GAUGE.		
14	15	16	17		18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	CLASS No.	
A. B.	D.	B. & N. W.	R. & K. SYSTEM. R. & K. (a) & (b). P. L. (c).		J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	M. R. W.	B. L.	B. P.	R. K. L.	T. B.	D. H.	H. A.	H. S.	J.	Calendar year.	
ENGINEERING DEPARTMENT.																						
0'64	0'31	0'35	0'37	...	0'24	0'78	0'46	0'29	1'05	0'32	0'44	0'24	0'11	...	...	...	0'48	...	...	0'74	1897
1'30	0'31	0'34	0'37	...	0'47	0'62	0'50	0'44	0'98	0'27	0'43	0'23	0'09	0'11	...	0'58	0'48	0'55	0'36	0'86	1898	
0'70	0'34	0'36	0'39	...	0'43	0'46	0'44	0'41	0'50	0'24	0'42	0'27	0'67	0'12	0'38	0'55	0'63	0'56	0'34	1'00	1899	
0'74	0'27	0'36	0'34	...	0'31	0'40	0'37	0'38	0'80	0'28	0'40	0'19	1'06	0'12	0'37	0'52	0'37	0'37	0'35	1'81	1900	
0'83	0'26	0'35	0'30	‡	0'45	0'58	0'51	0'45	0'83	0'26	0'43	0'25	0'64	0'11	0'39	0'46	0'66	0'38	0'42	0'31	1901	
LOCOMOTIVE DEPARTMENT.																						
0'52	0'46	0'26	0'32	...	0'47	0'45	0'59	0'46	1'49	0'49	0'55	0'45	0'18	...	...	...	0'79	...	...	0'65	1897
0'44	0'62	0'26	0'30	...	0'47	0'57	0'58	0'57	1'51	0'51	0'57	0'44	0'18	0'16	...	0'42	0'86	0'45	0'25	0'57	1898	
0'43	0'57	0'29	0'30	...	0'55	0'64	0'58	0'57	0'89	0'52	0'62	0'48	1'00	0'20	0'33	0'42	0'84	0'44	0'31	0'63	1899	
0'43	0'74	0'29	0'29	...	0'56	0'75	0'55	0'54	1'12	0'51	0'67	0'53	1'29	0'19	0'33	0'45	0'79	0'49	0'24	0'63	1900	
0'48	1'04	0'29	0'33	‡	0'61	0'76	0'61	0'55	1'09	0'57	0'74	0'60	0'98	0'16	0'38	0'46	0'83	0'57	0'37	1'19	1901	
CARRIAGE AND WAGON DEPARTMENT.																						
0'06	0'05	0'08	0'09	...	0'07	0'12	0'11	0'09	0'33	0'14	0'14	0'07	0'03	...	...	...	0'29	...	...	0'13	1897
0'09	0'17	0'06	0'09	...	0'06	0'07	0'11	0'16	0'29	0'15	0'14	0'09	0'03	0'03	...	0'16	0'28	0'18	0'11	0'18	1898	
0'08	0'35	0'07	0'11	...	0'06	0'21	0'11	0'17	0'17	0'14	0'14	0'09	0'28	0'06	0'10	0'21	0'31	0'14	0'08	0'73	1899	
0'10	0'24	0'08	0'11	...	0'07	0'06	0'11	0'15	0'25	0'16	0'16	0'08	0'35	0'04	0'17	0'21	0'35	0'12	0'06	0'22	1900	
0'14	0'07	0'08	0'13	‡	0'07	0'28	0'14	0'18	0'23	0'16	0'17	0'10	0'17	0'06	0'11	0'12	0'31	0'12	0'08	0'18	1901	
TRAFFIC DEPARTMENT.																						
0'42	0'39	0'23	0'26	...	0'19	0'22	0'36	0'22	1'00	0'23	0'31	0'25	0'17	...	...	...	0'37	...	...	0'74	1897
0'15	0'36	0'22	0'25	...	0'18	0'27	0'37	0'31	0'90	0'24	0'33	0'25	0'18	0'24	...	0'48	0'37	0'61	0'50	0'68	1898	
0'34	0'37	0'20	0'23	...	0'15	0'35	0'35	0'29	0'49	0'23	0'31	0'23	0'94	0'22	0'76	0'48	0'41	0'63	0'56	0'63	1899	
0'33	0'36	0'22	0'23	...	0'16	0'33	0'33	0'26	0'69	0'24	0'30	0'21	1'35	0'21	0'67	0'48	0'30	0'63	0'59	0'70	1900	
0'45	0'42	0'24	0'24	‡	0'16	0'39	0'36	0'28	0'63	0'23	0'31	0'23	0'96	0'19	0'70	0'50	0'35	0'55	0'58	0'46	1901	
GENERAL CHARGES.																						
0'62	0'19	0'19	0'30	...	0'10	0'16	0'33	0'21	1'93	0'18	0'22	0'21	0'34	...	...	...	0'45	...	...	0'35	1897
0'49	0'16	0'18	0'29	...	0'10	0'28	0'36	0'33	1'66	0'18	0'23	0'22	0'31	0'18	...	0'42	0'47	0'37	0'31	0'39	1898	
0'54	0'16	0'16	0'26	...	0'10	0'26	0'34	0'28	0'82	0'19	0'23	0'25	2'11	0'17	0'24	0'39	0'50	0'18	0'14	0'40	1899	
0'52	0'17	0'17	0'26	...	0'09	0'27	0'30	0'23	1'14	0'20	0'20	0'15	3'18	0'15	0'23	0'39	0'31	0'16	0'15	0'41	1900	
0'57	0'18	0'16	0'27	‡	0'12	0'34	0'39	0'26	1'09	0'20	0'21	0'20	2'16	0'15	0'22	0'45	0'49	0'19	0'16	0'35	1901	
TOTAL WORKING EXPENSES.*																						
2'30	1'43	1'18	1'58	...	1'13	1'76	1'91	1'30	5'95	1'38	1'70	1'25	0'85	...	...	...	2'47	...	...	2'65	1897
2'70	1'64	1'12	1'53	...	1'27	1'82	1'99	1'86	5'41	1'38	1'74	1'25	0'83	0'72	...	2'13	2'56	2'18	1'53	2'71	1898	
2'12	1'82	1'19	1'50	...	1'41	2'07	1'90	1'78	2'96	1'36	1'76	1'37	5'11	0'75	1'81	2'09	2'78	1'94	1'44	3'40	1899	
2'23	1'79	1'20	1'40	...	1'29	2'01	1'73	1'61	4'08	1'43	1'77	1'17	7'41	0'72	1'67	2'12	2'38	1'77	1'44	3'78	1900	
2'54	1'96	1'18	1'31	0'81	1'46	2'48	2'06	1'77	3'95	1'46	1'90	1'40	5'01	0'68	1'80	2'05	2'69	1'82	1'61	2'55	1901	

charges, rent of leased lines and contribution to Provident Fund.
to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.
not available.
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

Appendix 28.
Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1897 to 1901.

(Referred to in paragraphs 33 and 43 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

N.B.—A reference to Appendix 2 will furnish the key to the symbols.																			
Class No.	Railway.	Calendar year.	SOURCES OF SUPPLY. *		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON.										CONSUMPTION IN lb.				
			Name.	Average distance carried in miles. †	FOREIGN COAL.			INDIAN COAL.			WOOD.				Per train mile.	Per Engine mile.	Per 1,000 freight ton miles.	Gross Per 1,000 ton miles.	
					Quantity in tons.	Cost per ton		Quantity in tons.	Cost per ton		Quantity in tons.	Cost per ton							
						Includ- ing freight.	Exclud- ing freight.		Includ- ing freight.	Exclud- ing freight.		Includ- ing freight.	Exclud- ing freight.						
1	E. I. .	{ 1897 1898 1899 1900 1901	Bengal and Umari .	{ 253 240 243 255 245	...	Rs.	Rs.	359,609 379,746 412,376 461,061 474,034	4 03 4 12 4 15 4 19 4 00	1 87 2 08 2 08 2 03 1 91	...	Rs.	Rs.	{ 61 00 60 92 62 37 61 80 63 05	{ 50 49 50 03 50 52 51 61 50 47	{ 470 23 468 52 475 67 491 00 470 61	{ 164 54 164 67 167 41 173 42 164 71		
2 (a)	E. B. S. .	{ 1897 1898 1899 1900 1901	Bengal .	{ 177 186	...	...	...	{ 55,132 52,420 56,305 62,485 63,479	{ 5 10 4 79 5 02 5 69 5 93	{ 2 90 2 80	...	...	...	{ 60 71 59 91 62 83 68 39 71 66	{ 43 67 42 62 44 37 48 47 51 09	{ 853 27 822 96 844 02 881 82 1008 11	{ 189 60 189 30 194 99 201 99 226 09
3	B. C. .	{ 1897 1898 1899 1900 1901	Bengal .	{ 162 161 162 162 162	...	...	...	{ 11,209 9,822 9,261 9,585 8,710	{ 5 17 6 04 6 24 6 35 6 20	{ 2 38 3 00 3 25 3 00 3 00	...	...	...	{ 61 79 58 31 50 59 48 64 52 05	{ 53 35 50 18 45 79 40 92 41 75	{ 1806 27 2079 34 1662 07 1106 46 1283 43	{ 240 45 265 10 216 39 182 35 172 62
4 (a)	B. N. .	{ 1897 1898 1899 1900 1901	Bengal and Umari .	{ 254 266 269 242 331	...	...	...	{ 42,553 46,571 60,955 101,215 95,231	{ 6 12 6 40 6 82 5 99 6 26	{ 2 86 2 99 3 39 2 99 2 50	...	...	...	{ 52 95 53 47 58 64 68 30 57 99	{ 47 51 48 47 52 91 61 62 51 92	{ 646 58 671 57 567 92 508 83 826 90	{ 150 24 153 25 151 82 164 41 178 95
4 (b)	R. D. .	{ 1897 1898 1899 1900 1901	Bengal .	{ 482 481	...	...	...	{ ... ... 369 599	{ 8 12 8 06	{ 2 44 2 38	...	...	...	{ ... ... 22 70 ...	{ 22 11 ...	{ 1282 31 ...	{ 367 21 ...
	E. C. .	{ 1897 1898 1899 1900 1901	Bengal and Singareni .	{ 105 284 220 249	...	...	...	{ 23,680 21,079 37,247 53,119	{ 8 58 7 42 7 32 7 47	{ ... ... ... ...	...	...	...	{ 48 05 52 21 55 99 60 38	{ 41 96 44 61 50 47 56 00	{ 830 22 855 63 901 20 689 85	{ 155 11 170 44 180 44 178 11
Transferred partly to the Bengal-Nagpur and partly to the Madras railways.																			
5	P. T. .	{ 1897 1898 1899 1900 1901	Bengal .	{ ... ... ... ... ...	...	...	...	{ 1,711 1,638 1,827 1,784 1,474	{ 5 88 5 50 6 00 6 00 6 00	{ ... ... ... ... ...	...	...	...	{ ... ... ... ... ...	{ ... ... ... ... ...	{ ... ... ... ... ...	{ ... ... ... ... ...
6	O. & R. .	{ 1897 1898 1899 1900 1901	Bengal .	{ 537 507 537 528 528	...	...	...	{ 40,943 48,136 56,878 76,503 92,868	{ 11 04 10 53 10 33 10 18 10 39	{ 4 37 3 87 3 37 3 18 2 97	...	...	...	{ 39 03 40 70 41 56 49 88 51 04	{ 33 30 34 55 35 57 42 95 43 60	{ 570 68 587 03 573 19 811 20 784 95	{ 129 11 132 05 135 83 177 86 172 47
7 (a) to (e)	N. W. .	{ 1897 1898 1899 1900 1901	England, Bengal, Dandot, Bhaganiwala and Khost	{ \$838 24,385 \$838 29,768 \$838 24,035 \$838 11,074	...	...	...	{ 135,048 139,939 144,878 158,458 194,134	{ \$14 61 \$14 23 \$15 63 \$17 25 \$16 81	{ 11 25 11 34 7 56 7 44 5 38	{ 136,036 171,027 145,008 123,828 180,521	{ 4 99 5 07 5 27 5 36 5 21	...	{ 68 32 70 91 69 80 71 44 71 59	{ 60 36 62 76 61 55 62 42 62 79	{ 924 19 731 41 759 97 901 20 724 51	{ 218 57 204 06 202 79 226 89 208 64
8 (a) to (g)	G. I. P. .	{ 1897 1898 1899 1900 1901	England, Bengal, Singareni, Umari, Nerbuda and Warora.	{ 311 350 350 371 318	13,674 1,216 197 ...	...	...	{ 273,237 298,631 337,716 376,245 381,380	{ 8 15 8 52 8 31 7 86 8 57	{ 5 16 5 36 5 48 5 24 6 18	{ 3,371 3,018 3,511 3,883 4,349	{	{ 2 98 2 97 2 86 3 05 2 62	{ 59 73 59 63 64 98 69 01 66 31	{ 52 65 52 67 56 91 60 10 58 04	{ 961 44 728 62 791 71 818 76 763 64	{ 213 79 192 05 206 27 209 80 198 06
9 (a) to (f)	B., B. & C. I. .	{ 1897 1898 1899 1900 1901	England, Bengal and Singareni .	{ 170 168 164 164 138	22,477 8,283 26,212 16,136 5	24 30 17 66 19 68 22 73 27 00	...	{ 46,075 67,128 53,042 74,587 77,916	{ 12 44 13 52 15 16 15 84 16 13	{	{ 1,399 1,540 1,885 2,175 2,049	{ 5 41 5 42 4 05 3 88 3 80	...	{ 54 35 61 92 57 03 59 14 60 54	{ 46 89 52 52 49 07 50 43 51 40	{ 577 08 489 95 493 97 512 91 527 28	{ 161 01 160 07 148 54 147 05 156 30		
10 (a) to (b)	N. G. S. .	{ 1897 1898 1899 1900 1901	Singareni .	{ 110 105 105 101 102	...	...	...	{ 26,987 29,897 27,675 36,625 29,307	{	{ 4 56 4 61 4 60 4 36 4 60	{	{	{	{ 66 46 70 61 65 02 69 06 63 34	{ 58 18 62 49 56 67 60 39 54 15	{ 559 65 550 83 493 59 541 05 587 37	{ 175 09 180 13 163 98 172 81 174 91
10 (c)	H. G. V. .	{ 1897 1898 1899 1900 1901	Singareni .	{ 493 321	...	...	...	{ ... ... ... 8,069 13,851	{ 10 77 7 19	{ 4 50 4 50	{	{	{	{ 44 00 41 05	{ 40 39 37 73	{ 1,107 34 1,189 82	{ 264 49 231 26
11 (a) to (c)	M. .	{ 1897 1898 1899 1900 1901	England, Bengal and Singareni .	{ 15 14 17 294 434	28 25 37 229 125	19 58 24 59 26 00 32 90 32 90	6 54 8 14 8 18 12 50 12 50	{ 34,493 37,092 42,555 44,900 94,464	{ 13 50 13 06 12 64 12 67 13 32	{ 4 75 4 75 4 24	{ 88,159 85,721 86,212 87,615 94,508	{ 5 24 5 20 5 14 4 95 5 74	{ 4 92 4 00 4 70 4 60 5 42	{ 259 53 256 79 265 56 262 01 258 52	{ 217 90 214 66 219 82 216 54 220 07	{ 1,501 50 1,579 49 1,624 34 1,652 21 1,259 99	{ 350 01 361 75 373 78 375 12 303 88		
11 (d)	N. .	{ 1897 1898 1899 1900 1901	England, Bengal and Singareni	{ 328 328 328	{ 1,074 1,229 1,510	{ 31 12 38 03 38 03	{ 8 18 12 50 12 50	{ 11 8 5	{ 17 77 16 79 18 45	{ 4 75 4 75 4 04	{ 157 300 385	{ 3 94 3 87 4 00	{ 583 76 485 30 534 87	{ 563 64 463 29 526 31	{ 23,053 24 13,762 63 11,549 24	{ 1,612 43 1,313 78 1,493 30

APPENDIX 28—concl'd.

Appendix 28.
Fuel consumption.

Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.—concl'd.

(Referred to in paragraphs 33 and 43 of Report.)

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

Class : No.	Railway.	Calendar year.	SOURCES OF SUPPLY.		DESCRIPTION OF FUEL WITH QUANTITY CONSUMED AND COST PER TON.										CONSUMPTION IN lb.			
			Name.	Average distance carried in miles †	FOREIGN COAL.			INDIAN COAL.			WOOD.			Per train mile.	Per Engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	
					Quantity in tons.	Cost per ton		Quantity in tons.	Cost per ton		Quantity in tons.	Cost per ton.						
						Includ- ing freight.	Exclud- ing freight.		Includ- ing freight.	Exclud- ing freight.		Includ- ing freight.	Exclud- ing freight.					
						Rs.	Rs.		Rs.			Rs.	Rs.					
2 (a) to (d)	E. B. S.	1897	Bengal	...	...	...	...	26,597	6 07	...	...	...	...	35'84	28'83	804'96	209'17
		1898		...	...	...	...	28,073	5'75	...	...	...	...	35'85	28'64	801'85	200'00
		1899		...	...	...	...	31,544	5'97	...	...	...	...	35'62	29 53	800 28	203'07
		1900		...	...	...	...	35,994	8'20	3'39	...	...	...	44'66	38'80	982'29	262'77
		1901		287	...	...	...	40,199	8'71	3'09	...	...	...	45'60	36'02	1,036'48	263'36
12	B. D.	1897	Bengal	...	...	...	...	827	16'55	...	...	...	...	30'16	25 56	...	...
		1898		...	...	...	...	927	12'95	...	...	...	...	44'01	33 96	...	...
		1899		...	...	...	...	1,080	10'27	...	...	...	...	61'75	47'52	...	...
		1900		...	...	...	...	1,388	13'11	...	...	...	...	53'65	37'01	...	...
		1901		...	...	...	...	2,789	15 84	...	...	...	...	49'97	41'10	...	...
13	D. S.	1897	Assam	...	...	...	...	4,237	6'72	...	15	1'80	...	45'05	32'58	...	...
		1898		...	...	...	...	4,013	6'80	...	22	2'17	...	47'87	35'06	...	...
		1899		...	...	...	...	5,826	6 80	...	20	2'05	...	55'25	39'25	...	...
		1900		...	...	...	...	5,987	6'33	...	35	2 23	...	59'33	38'04	...	...
		1901		...	...	...	...	4,834	8 50	...	21	2'36	1'36	45'88	30'03	...	...
14	A. B.	1897	Bengal and Assam.	69	...	...	...	7,976	11'19	...	24	3'29	...	44'74	36'03	955'30	231'62
		1898		89	...	...	...	8,469	7'17	...	...	...	...	40'94	33'92	733'44	173'73
		1899		80	...	...	...	9,994	9'53	...	...	...	...	36'63	31'18	598'14	144'14
		1900		86	...	...	...	9,780	9'47	...	...	...	...	36 57	31'43	636'60	163'97
		1901		106	...	...	...	10,781	10'22	...	1,627	1'72	...	39'10	32'95	734'17	184'89
15	D.	1897	Bengal	46	...	...	...	330	4'00	...	...	...	...	55'23	55'23	...	739'20
		1898		46	...	...	...	293	3'00	...	...	...	...	42'73	42 73	...	656'32
		1899		118	...	...	...	295	5'00	...	...	...	...	45'40	45'40	...	467'64
		1900		114	...	...	...	328	5 00	...	...	...	...	48 00	48'00	...	734'00
		1901		118	...	...	...	382	5'31	...	...	...	...	56'41	56'41	...	...
16	B. & N.W.	1897	Bengal	253'54	...	...	...	23,249	6'01	3'24	9,884	3'50	...	34'67	29'55	646'67	203'05
		1898		274'00	...	...	...	28,176	5 40	2'70	13,288	3 50	...	37'77	31'00	916'05	215'90
		1899		291'00	...	...	...	40,470	6'17	3'17	10,670	3'82	...	41'73	36'95	744'10	229'13
		1900		301'83	...	...	...	54,732	6'30	3'35	10,548	3'56	...	47'68	40 83	951'20	259'31
		1901		311'27	...	...	...	63,297	5'99	3'19	3,823	3'95	...	44'22	37 85	802'26	228'38
17 (a) to (b)	R. & K.	1897	Bengal	664	...	...	...	274	15'06	4'87	12,260	3'24	...	59'57	49'06	1,592'17	353'83
		1898		669	...	...	...	269	14'50	4'31	12,967	3 42	...	58'50	48 59	1,306'44	326'62
		1899		669	...	...	...	272	13'52	3'33	14,610	3'21	...	57'47	47 36	1,174'73	340'45
		1900		669	...	...	...	293	10 32	6'13	15,629	3'03	...	61'52	50'14	1,301'84	373'69
		1901		677	...	...	...	1,106	14'05	3'54	16,302	3'24	...	64'52	52'32	1,402'36	394'55
9 (g) to (f)	R. M.	1897	England, Bengal and Singareni.	701	5,702	...	20'11	68,352	14'44	5'09	1,317	5'00	...	32'10	27'66	481'56	154'35	
		1898		687	95	...	17 50	84,095	14 49	5 62	1,338	5'00	...	32'44	28 37	414'14	146'95	
		1899		733	20,543	24'74	19 65	82,081	15'82	5'11	2,054	5'00	...	35'68	31'15	419'71	153'36	
		1900		719	11,703	26'43	20'30	112,653	18'20	9'41	2,121	5'00	...	38'36	33'60	411'32	158'65	
		1901		720	260	...	...	118,778	18'24	6'84	2,900	5'00	...	39'17	34'45	415'75	160'57
18	J. B.	1897	Bengal and Palana.	983	...	...	...	4,013	20'88	3'18	...	...	...	27'11	25'57	634'74	148'79
		1898		1,009	...	...	...	5,352	20'24	3'37	...	...	...	29'24	27 66	627'75	158'40
		1899		995	...	...	...	8,951	20'97	3'76	...	...	...	34'92	33'06	569'70	175'30
		1900		913	...	...	...	10,393	18 87	4'48	...	...	...	37'07	35'34	644'16	203'21
		1901		615	...	...	...	13,551	...	4'47	2,791	...	4'62	39'16	37'15	853'59	222'62
19	U. C.	1897	Bengal, Warora and Mohpani.	Included with the Rajputana-Malwa railway.	...	...	...	641	26'27	4'50	6	12'44	...	27'31	24'01	1,460'68	166'66
		1898		705	...	...	...	750	25'31	4'50	3	8 00	...	31'90	28'00	894'03	161'24
		1899		1,000	...	...	...	1,202	25'44	4'50	3	7'42	...	40'95	37'47	799'82	190'23
		1900		1,032	...	...	...	862	25'30	4'25	3	9'30	...	37'54	34'83	882 36	180'37
		1901		826	...	...	...	1,752	18'00	...	85	4'00	...	25'84	24 15	747'71	156'96
20	B. G. J. P.	1897	England, Bengal and Palana.	65	5,285	28'00	...	4,572	18'24	...	67	3'75	...	30'07	27'51	890'54	184'86	
		1898		69	3,288	26 00	...	3,343	18'00	...	81	4'25	...	27'09	25'16	766'75	161'49	
		1899		68	4,006	25'00	...	9,372	17'37	...	98	4'50	...	31 33	28'74	858'21	189'13	
		1900		59	1,725	...	...	7,194	18'69	...	79	10'87	...	31'83	29'16	908'88	187'45
		1901		61	101	...	...	...	...	...	...	...	...	...	...	...	...
21	S. M.	1897	Singareni.	465'63	...	...	...	47,401	13'22	4'50	49,997	5'23	4'25	53'04	48'93	1,024'56	301'02
		1898		480'73	...	...	...	34,882	13'34	4'50	31,170	6'25	4'08	54'63	49'29	947'37	295'55
		1899		469'64	...	...	...	36,842	13'13	5'00	34,978	5'54	4'08	55'71	49'50	907 59	290'50
		1900		468'66	...	...	...	45,107	13'46	5'00	43,523	5'23	4'08	56'84	50'71	1,069 67	309'53
		1901		481'92	...	...	...	35,582	13 38	5'00	49,588	5'70	4'08	59'03	52'64	1,257'49	334'06
22	W. I. P.	1897	England	...	198	...	...	...	...	...	2,154	...	...	103'30	99'40	...	684'22
		1898		...	32	...	...	...	...	...	2,952	...	...	121'53	117'26	...	829'81
		1899		...	65	...	...	...	...	...	5,919	...	...	115'47	108'90	...	646'01
		1900		...	14	...	...	...	...	...	4,239	...	...	113 41	110'77	...	750'33
		1901		...	18	19'00	...	...	...	...	4,698	4'62	4'50	110 50	114'13	2,012'88	744'78
23	S. I.	1897	Bengal and Singareni.	64	...	...	...	48,051	12 91	...	31,011	4'87	...	48'66	41 57	1,486'38	307'00
		1898		61	...	...	...	41,884	12'86	...	36,431	4'79	...	50'28	42'65	1,563 00	310'02
		1899		59	...	...	...	49,566	12'95	...	12,402	4'75	...	40'87	35'47	1,191'03	258'23
		1900		57	...	...	...	51,082	13'13	...	1,858	4'54	...	36'45	32'73	1,024'74	223'40
		1901		60	...	...	...	55,120	13'25	...	1,343	4 50	...	37'83	34'61	900'76	220'07
24	B.	1897	England, Bengal and Burma	105	23	...	...	41,082	12'70	...	24,700	3'65	...	52'42	45 08	1,058 35	268'70
		1898		105	290	43'48	...	43,803	14 04	...	26,738	3'51	...	53 68	45 30	1,131 05	280'45	
		1899		105	694	...	...	46,595	15 39	...	30,105	3'64	...	59'11	48 75	1,217 80	303'48
		1900		125	...	...	...	58,020	15'62	...	44,826	3'70	...	67'46	55'68	1,299'81	370'63
		1901		131	...	...	...	70,406	14'88	...	43,391	3'53	...	70'84	57'98	1,312'83	374'60
25	M. R. W.	1897	England and Bengal	386	...	...	...	...	...	...	...	...	...	20'25	19'48	...	...
		1898		386	1,268	28'31	21'00	...	295	25'79	17'00	...	...	20'67	19'80	...	...
		1899		386	1,224	30 50	19'00	...	416	27'37	17'00	...	20	13'45	...	...
		1900		386	1,373	27'74	20'00	...	1,286	28'10	19'00	37	7'49	...	26'65	25'88
		1901		386	2	34'80	26'80	...	2,123	25'67	17'00	22	13'06	...	28'60	27'09
30	D. H.	1897	Bengal	404	...	...	...	...	...	...	...	...	...	36'06	36'06	...	...
		1898		404	...	...	...	...	...	...	...	...	...	...	...	...	...
		1899		404	...	...	...	...	...	...	...	...	...	...	...	...	...
		1900		404	...	...	...	...	...	...	...	...	...	...	...	...	...
		1901		404	...	...	...	...	...	...	...	...	...	...	...	...	...

Appendix 29.
Coal production.

APPENDIX 29.

Coal produced in India during the Calendar years 1885 to 1901.

(Referred to in paragraphs 33 and 43 of Report.)

YEARS.	QUANTITY PRODUCED IN EACH PROVINCE.												Quantity of Indian coal consumed by railways in India.	QUANTITY OF INDIAN COAL EXPORTED BY SEA.		QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA.	
	Bengal.	Central Provinces.	Assam.	Central India	Nizam's territory.	Punjab.	Balu-chistan.	Rajputana (Bikaner).	Madras.	Burma.	North Western Provinces & Oudh	Total.		To Indian ports excluding Burma.	To ports outside India including Burma.	From United Kingdom.	From other countries.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716	Information is not available.	500	778,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,338,487	470,075		199	698,482	44,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	411	...	...	...	...	1,564,063	468,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	2,802	...	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	8,238	...	...	...	...	1,946,172	715,240		39,972	717,024	52,180
1890.	1,626,245	137,022	145,708	77,842	125,486	40,677	15,541	...	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	10,368	...	20	...	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	13,284	...	61	3,670	...	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	20,094	...	502	9,938	...	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	24,753	...	1,337	12,111	...	2,823,907	1,062,748		143,813	154,282	675,043
1895.	2,716,155	122,776	172,717	118,479	192,915	72,493	25,458	...	1,737	17,289	...	3,540,019	1,119,621		162,276	211,407	773,675
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	26,257	...	...	22,993	1,000	3,683,698	1,182,051		389,842	191,030	524,420
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	12,043	...	...	11,472	...	4,066,294	1,328,120		731,742	390,979	210,257
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	13,372	511	...	6,975	...	4,608,196	1,423,463		737,689	490,290	297,076
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	15,822	4,249	...	8,105	...	5,093,260	1,561,821		672,311	467,306	406,451
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	23,281	9,250	...	10,228	...	6,118,692	1,867,185		1,030,709	711,874	91,710
1901.	5,509,431	191,516	254,100	164,362	421,218	67,730	24,656	12,094	...	12,466	...	6,657,573	1,965,530		1,157,892	845,953	272,630

* Up to 1893 figures in this column relate to official years and exclude exports to Burma ports.

APPENDIX 30.

Collieries owned and worked by Railways or the State.

(Referred to in paragraph 44 of Report.)

PARTICULARS.	KURHURBAREE AND 'SERAMPORE.		WARORA.		DANDOT.		KHOST.		REMARKS.
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	
Name of owner . . .	East Indian Railway.		State		North State	Western Railway.	North State	Western Railway.	
Capital outlay . . . Rs.	15,09,261*	15,00,157*	16,65,993	16,23,122	†1,16,899	1,25,536	1,44,989	2,05,626	* This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. † Revised figures.
Output {	Large Coal Tons.	440,923	473,078	105,873	117,487	44,408	43,282	10,392	12,172
	Small Coal Tons.	31,530	24,927	27,357	30,983	4,769	4,845	1,003	1,203
	Slack Coal Tons.	55,921	63,165	...	...	24,906	19,604	6,269	5,096
	Total Tons.	528,374	551,170	133,230	148,470	74,083	67,731	17,664	18,471
Quantity issued . Tons.	472,576	596,265	120,338	148,470	74,083	67,721	17,664	18,431	
Earnings . . . Rs.	10,57,067	11,21,359	6,07,603	6,91,280	7,14,417	5,53,604	2,44,355	2,17,503	
Working expenses . Rs.	10,57,067	11,21,359	4,04,080	4,33,127	4,24,533	4,02,662	2,16,643	1,70,691	
Net earnings . . . Rs.	...	...	2,03,523	2,58,153	2,89,884	1,50,942	27,712	46,812	
Percentage on Capital .	...	...	12'22	15'90	†247'98	120'24	19'11	22'77	
Average No. of persons employed daily .	7,221	7,659	790	1,265	1,826	1,536	468	458	
Number of tons raised per person employed .	73	74	169	117	41	44	38	41	
Number of persons killed .	2	3	...	1	2	...	3	6	
Number of persons injured	21	25	3	4	6	3	3	2	

Appendix 31: Loads—Coaching.

APPEN

Average load and weight of Coaching

(Referred to in paragraph

N.B.—A reference to Appendix 2 will furnish the key

GAUGE.		5' 6".																		
CLASS :	1	E.B.S. system.		3	B. N. system.		6	N.W. system.			G. I. P. system		B. B. & C. I. system.		N. G. S. system.			11		
Calendar year.	E. I.	5' 6" gauge.	Other gauges.	B. C.	B. N. (a).	R. D. (b).	E. C.	O. & R. (a) to (c).	Mily. Sec.	Comm. Sec.	Total. (a) to (e).	G. I. P. (a) to (c).	I. M. (d) to (g).	B. B. & C. I. (a) to (f).	R. M. (g) to (j).	N. G. S. (a) & (b).	H. G. V. (c).	M. (a) to (d).		
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.																				
1st CLASS.																				
1897	1'52	1'61	1'34	0'53	0'82	...	0'53	1'74	1'22	1'88	1'80	1'09	2'67	1'75	0'81	2'68	...	3'03		
1898	1'65	1'44	1'16	0'51	0'78	...	0'71	1'52	1'08	1'99	1'80	2'23	2'73	2'34	0'84	3'09	...	2'74		
1899	1'54	1'66	0'93	0'47	0'90	...	1'00	1'37	1'05	1'62	1'55	2'34	2'37	2'13	0'87	3'17	...	2'88		
1900	1'44	1'50	0'94	0'45	1'07	...	1'33	1'44	1'16	1'46	1'43	2'24	1'90	1'94	0'79	2'35	1'12	2'59		
1901	1'35	1'35	*0'84	0'41	0'87	0'11	†	1'20	1'07	1'39	1'35	2'08	...	1'95	0'85	1'16	0'68	1'90		
2ND CLASS																				
1897	4'75	3'40	3'49	3'67	2'11	...	1'40	6'04	3'34	5'99	5'59	9'52	8'58	11'53	3'29	14'76	...	8'50		
1898	4'78	3'59	3'40	4'47	1'84	...	1'38	5'03	3'42	7'89	7'36	9'64	9'43	14'04	3'28	13'62	...	8'12		
1899	4'46	3'50	3'28	3'05	2'46	...	2'59	4'00	2'99	4'91	4'68	9'50	6'95	14'44	3'20	15'51	...	9'40		
1900	4'39	3'25	3'01	2'70	2'26	...	2'98	4'45	2'55	4'15	3'96	8'01	5'16	13'14	2'73	12'01	5'86	8'85		
1901	4'43	3'44	*3'01	2'07	3'09	0'19	†	4'10	2'59	4'60	4'36	8'88	...	12'66	3'58	6'93	4'10	6'62		
INTERMEDIATE CLASS																				
1897	13'31	19'33	11'68	14'53	3'13	...	0'27	9'31	5'27	14'62	13'47	9'00	...	26'12	6'89	...	...	...
1898	14'49	18'58	12'42	9'02	2'37	...	0'87	12'30	5'77	12'05	11'31	5'49	...	26'74	7'10	...	...	...
1899	13'98	18'72	10'62	7'51	3'16	...	1'37	10'33	6'04	12'82	12'01	10'05	...	28'24	8'29	...	...	...
1900	14'21	17'07	11'34	8'99	3'69	...	2'08	9'99	6'05	13'99	13'05	11'92	...	27'31	8'50	...	...	...
1901	14'69	18'47	*11'87	12'10	6'40	1'73	†	10'50	5'71	15'44	14'27	14'90	...	27'55	9'38	...	...	0'85
3RD CLASS																				
1897	194'59	149'74	170'35	155'51	188'56	...	234'88	192'96	153'48	173'06	170'96	104'87	147'68	147'48	213'70	259'74	...	252'01		
1898	202'00	148'55	166'17	149'75	132'92	...	220'61	178'31	165'06	185'88	183'07	86'44	151'20	150'12	223'98	243'54	...	220'09		
1899	200'83	157'70	164'49	144'47	208'47	...	231'89	169'03	163'24	190'63	187'42	103'89	135'95	168'45	242'22	253'94	...	185'94		
1900	198'35	157'07	193'04	172'49	275'02	...	247'95	155'85	159'10	190'63	180'86	112'91	122'39	187'25	223'96	228'72	208'54	210'04		
1901	207'93	169'26	*170'23	210'03	232'33	101'50	†	157'05	149'07	181'04	177'19	128'55	...	185'58	266'02	118'12	108'55	192'94		
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.																				
1897	214'18	174'09	186'86	174'25	191'62	...	236'78	210'06	163'31	195'46	191'83	125'38	158'94	186'88	224'69	277'19	...	261'54		
1898	222'09	172'17	183'17	163'76	137'91	...	223'57	197'17	175'33	207'82	201'63	106'81	103'37	193'25	235'21	260'26	...	230'95		
1899	220'81	181'58	179'32	155'50	215'00	...	230'85	185'04	173'33	210'00	205'67	125'78	145'28	213'27	254'59	272'63	...	198'22		
1900	218'38	178'90	206'34	184'03	282'04	...	254'35	171'74	168'87	210'29	205'31	135'11	129'44	229'65	235'99	243'09	215'52	221'49		
1901	228'40	192'52	*185'95	224'61	242'69	103'53	†	172'85	158'44	202'47	197'17	154'41	...	227'74	279'83	126'21	113'33	202'31		
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.																				
1st CLASS.																				
1897	6'84	7'50	7'05	2'77	4'82	...	4'18	5'12	6'64	9'70	9'31	9'11	8'45	7'13	4'96	8'17	...	20'09		
1898	7'45	6'81	6'55	2'69	4'84	...	5'23	5'15	5'29	9'76	9'22	10'02	8'60	8'04	5'09	9'37	...	17'02		
1899	6'63	6'01	5'72	2'68	5'22	...	6'18	4'26	5'15	8'27	7'88	10'40	7'94	8'00	5'06	9'56	...	17'35		
1900	6'73	5'67	5'25	2'44	5'30	...	6'47	4'72	5'56	7'71	7'42	10'12	6'55	7'58	4'75	7'37	3'66	16'44		
1901	6'29	5'31	*5'63	2'19	5'12	3'53	†	4'54	5'91	7'33	7'17	9'97	...	7'88	5'17	6'48	3'44	12'07		
2ND CLASS.																				
1897	12'97	11'10	19'64	13'01	8'01	...	7'47	14'67	15'35	17'51	21'74	17'41	19'51	14'04	12'99	33'63	...	25'29		
1898	13'63	16'90	18'97	10'10	7'38	...	6'63	14'00	14'80	28'76	27'37	17'53	21'23	16'04	17'97	32'10	...	23'49		
1899	13'15	10'64	19'02	11'34	9'09	...	10'53	11'07	13'39	17'05	17'53	17'13	16'67	16'24	16'33	34'32	...	27'18		
1900	14'51	10'50	17'92	9'55	7'14	...	10'08	13'72	11'61	14'72	15'31	14'49	12'30	15'10	14'31	28'43	13'02	29'35		
1901	13'99	11'89	*21'41	10'17	12'03	6'50	†	13'28	13'38	17'79	17'38	16'68	...	14'94	19'77	28'75	16'24	24'59		
INTERMEDIATE CLASS.																				
1897	17'10	16'97	27'37	8'77	6'03	...	5'85	12'27	14'02	29'36	27'86	21'04	28'63	43'01	31'04	...	...	...
1898	19'38	16'49	25'38	9'24	5'10	...	6'76	15'47	14'83	26'50	25'24	19'18	128'72	39'16	31'64	...	...	...
1899	19'19	16'11	23'64	11'14	7'64	...	13'42	14'85	16'03	26'80	25'74	22'04	30'66	44'15	31'52	...	...	...
1900	21'86	14'42	23'63	11'71	7'79	...	12'32	16'84	17'88	29'65	28'59	26'03	30'51	44'47	34'16	...	...	...
1901	21'87	15'50	*28'54	12'70	17'21	...	†	20'16	16'02	31'16	29'80	27'66	...	43'27	47'46	...	...	5'95
3RD CLASS.																				
1897	32'93	36'42	48'99	29'11	28'41	...	35'67	40'81	31'72	39'74	34'82	37'57	34'68	36'49	49'12	37'63	...	48'91		
1898	34'05	36'12	43'08	35'18	28'23	...	39'80	39'04	31'72	39'51	35'66	33'50	36'01	39'34	51'32	33'24	...	44'38		
1899	34'53	38'00	44'87	29'72	37'11	...	37'62	39'66	30'98	38'96	38'10	40'19	30'02	41'55	50'05	34'87	...	42'07		
1900	36'76	36'26	51'35	37'37	45'64	...	39'28	37'57	30'69	41'11	39'88	40'41	29'84	41'25	44'70	37'14	48'90	45'27		
1901	37'16	38'67	*51'37	41'35	39'52	34'89	†	36'90	31'64	38'51	37'68	42'17	...	41'86	50'13	35'91	43'18	44'06		

trains on each railway (by systems.)

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to the code letters used to express railway systems.

5' 6".																		GAUGE
1	E. B. S. system.		3	B. N. System.		6	N. W. system.			G. I. P. system.		B. B. & C. I. system.		N. G. S. system.		11	CLASS : No.	
E. I.	5' 6" gauge.	Other gauges.	B. C.	B. N. (a)	R. D. (b)	E. C.	O. & R. (a) to (c)	Mily. sec.	Comm. sec.	Total. (a) to (e)	G. I. P. (a) to (c)	G. I. P. (d) to (g)	B. B. & C. I. (a) to (f)	B. B. & C. I. (g) to (j)	N. G. S. (a) to (b)	N. G. S. (c) to (d)	M. (a) to (d)	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN.																		
1ST CLASS.																		
1'60	1'26	1'60	1'20	1'28	...	1'29	1'61	0'99	1'35	1'32	1'52	2'10	1'13	1'55	2'56	...	1'47	1897
1'58	1'23	1'54	1'04	1'17	...	1'39	1'45	1'00	1'43	1'38	1'55	2'08	1'24	1'56	2'55	...	1'48	1898
1'59	1'27	1'49	0'99	1'26	...	1'60	1'36	0'96	1'43	1'38	1'56	2'01	1'18	1'63	2'59	...	1'48	1899
1'44	1'24	1'58	1'07	1'57	...	1'75	1'44	0'97	1'39	1'34	1'57	1'92	1'14	1'57	2'50	2'09	1'33	1900
1'46	1'13	*1'22	1'06	1'35	0'24	†	1'29	0'90	1'38	1'32	1'60	...	1'07	1'57	1'57	1'06	1'27	1901
2ND CLASS.																		
1'57	1'25	1'50	1'25	1'56	...	1'27	1'61	1'01	1'35	1'30	2'05	2'09	1'86	1'46	2'56	...	1'67	1897
1'50	1'21	1'50	1'18	1'48	...	1'40	1'38	1'02	1'42	1'37	2'03	2'11	1'98	1'46	2'49	...	1'71	1898
1'51	1'24	1'46	1'19	1'60	...	1'62	1'36	0'96	1'43	1'37	2'04	1'98	2'03	1'53	2'65	...	1'73	1899
1'37	1'18	1'42	1'28	1'77	...	1'81	1'17	0'93	1'37	1'32	2'05	1'96	1'98	1'46	2'48	2'03	1'57	1900
1'43	1'12	*1'18	1'39	1'44	0'24	†	1'15	0'90	1'34	1'28	2'03	...	1'93	1'50	1'22	1'08	1'43	1901
INTERMEDIATE CLASS.																		
1'46	2'15	2'49	3'04	1'29	...	0'32	2'13	0'94	1'42	1'36	0'86	...	0'92	0'88	...	...	...	1897
1'40	2'13	2'76	1'67	1'23	...	0'73	2'28	1'03	1'33	1'29	0'88	...	1'04	0'89	...	...	...	1898
1'40	2'21	2'58	1'24	1'09	...	0'58	1'98	0'95	1'41	1'36	0'90	...	0'96	1'02	...	...	...	1899
1'29	2'26	2'75	1'40	0'89	...	0'94	1'66	0'88	1'43	1'36	0'89	...	1'01	0'93	...	...	...	1900
1'33	2'23	*2'26	1'74	1'02	...	†	1'49	0'94	1'47	1'41	0'99	...	1'13	0'79	...	...	0'33	1901
3RD CLASS.																		
10'18	6'87	11'25	8'31	12'89	...	11'79	8'69	9'02	8'13	8'24	5'57	7'75	7'00	13'71	11'59	...	10'11	1897
10'07	6'95	12'08	7'67	9'69	...	10'07	8'45	9'63	8'84	8'93	5'16	7'70	6'69	13'71	12'16	...	9'58	1898
10'03	7'09	11'84	7'91	11'50	...	10'93	7'91	9'75	9'13	9'20	5'13	7'85	7'12	15'00	12'10	...	8'53	1899
9'43	7'42	12'08	8'51	12'27	...	11'50	7'59	9'82	8'82	8'94	5'54	7'27	8'04	15'14	10'50	9'22	8'93	1900
9'52	7'53	*10'61	9'21	11'01	8'40	†	7'49	9'10	8'98	9'00	6'01	...	7'95	16'34	5'62	5'35	8'24	1901
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.																		
18'48	14'59	19'80	18'55	19'97	...	18'83	17'01	15'46	16'03	15'96	13'04	15'79	13'76	21'65	21'34	...	14'57	1897
17'92	14'27	21'05	14'73	16'32	...	17'74	16'34	15'83	16'73	16'61	12'76	15'94	14'41	21'82	22'02	...	14'13	1898
17'80	14'50	20'49	14'53	18'24	...	19'25	15'22	15'80	17'16	17'00	12'72	15'38	14'38	23'51	21'63	...	13'26	1899
16'78	14'99	20'76	16'31	19'56	...	19'20	14'46	15'61	16'43	16'33	13'53	14'13	15'30	23'15	19'47	16'62	13'28	1900
16'90	14'86	*17'82	17'16	18'09	11'20	†	11'42	14'66	16'15	15'97	13'97	...	15'17	24'26	10'19	9'10	12'55	1901
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.																		
16'01	11'75	12'60	11'47	12'91	...	14'90	14'68	14'30	16'68	16'43	9'66	12'74	14'37	16'11	19'34	...	18'98	1897
16'33	11'54	12'24	11'20	9'29	...	14'46	13'37	12'83	15'53	15'19	8'70	12'73	15'56	16'62	18'54	...	16'81	1898
16'29	12'30	12'06	10'64	14'17	...	15'22	12'64	12'69	14'93	14'66	10'28	11'64	16'04	17'75	19'89	...	14'71	1899
16'58	12'23	13'26	12'48	18'93	...	16'64	11'86	12'76	15'04	14'77	11'05	10'32	16'97	16'52	17'66	13'69	16'52	1900
17'11	13'05	*12'35	15'09	15'98	6'61	†	11'79	12'10	14'24	13'98	11'93	...	16'86	19'22	8'93	7'30	14'20	1901
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.																		
236'76	207'89	122'90	234'49	282'74	...	283'12	237'21	224'48	229'15	228'64	202'36	228'81	211'66	140'51	274'62	...	191'04	1897
236'12	209'04	132'95	196'04	245'42	...	270'90	230'97	227'74	234'49	233'60	207'03	230'53	217'62	139'67	281'48	...	185'07	1898
236'69	212'98	131'99	200'54	263'29	...	279'97	225'63	229'43	240'40	239'11	208'46	232'81	222'86	145'81	281'41	...	180'24	1899
226'52	219'31	148'66	212'56	246'50	...	284'60	219'33	226'54	231'73	231'10	218'90	226'51	232'05	145'30	264'43	156'00	181'44	1900
243'16	219'36	*131'75	239'82	245'91	47'74	†	214'82	216'10	229'29	227'70	227'16	...	232'95	150'18	191'22	117'59	184'02	1901
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.																		
252'78	219'64	135'50	245'96	295'65	...	298'02	251'89	238'78	245'83	245'07	212'03	241'56	226'03	156'63	293'97	...	210'02	1897
252'45	220'58	145'17	207'24	254'72	...	285'36	244'34	240'58	250'02	248'80	215'74	243'26	233'19	156'55	301'02	...	204'89	1898
252'98	225'28	144'05	211'18	277'47	...	295'19	238'28	242'12	253'33	253'77	218'74	244'46	235'90	163'57	301'30	...	194'95	1899
243'10	231'55	161'92	215'05	265'43	...	301'25	231'19	239'31	246'78	245'87	229'95	230'85	249'02	161'82	281'10	199'69	197'94	1900
260'27	232'41	*144'10	254'91	261'89	54'35	†	226'61	228'20	243'53	241'68	239'09	...	249'81	169'40	200'15	124'89	198'22	1901

Nagpur railway and partly to the Madras railway from the 1st January 1901.

Appendix 31. Loads—Coaching.

APPEN

Average load and weight of Coaching

(Referred to in paragraph
N.B.—A reference to Appendix 2 will furnish the key

GAUGE.	3' 3 1/2".									
CLASS : No.	14	16	17	18	19	20	21	22	23	24
Calendar year.	A. B.	B. & N. W.	R. & K. (a) & (b).	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.
AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1ST CLASS.										
1897 . . .	1'19	0'55	1'25	1'17	#	1'04	1'28	...	0'59	1'18
1898 . . .	1'43	0'43	1'46	1'31	0'78	1'26	1'50	...	0'70	1'06
1899 . . .	1'27	0'44	1'48	0'93	1'05	1'13	1'73	...	0'75	1'13
1900 . . .	1'23	0'46	1'28	0'79	1'27	0'91	1'40	...	0'76	1'14
1901 . . .	0'88	0'45	1'02	0'70	0'98	1'02	1'14	0'88	0'85	1'29
2ND CLASS.										
1897 . . .	1'84	0'90	5'72	5'55	#	7'38	3'01	...	3'84	6'50
1898 . . .	2'39	0'72	7'14	4'58	2'31	7'32	5'08	...	2'78	4'62
1899 . . .	2'59	0'78	6'13	4'23	2'39	7'78	6'59	...	2'94	4'72
1900 . . .	2'43	0'87	6'19	4'06	2'62	6'20	4'81	...	3'19	4'99
1901 . . .	1'94	0'96	5'77	3'64	2'70	6'47	3'78	4.43	3'51	5'71
INTERMEDIATE CLASS										
1897 . . .	...	1'89	1'97	...	#	...	...	...	...	...
1898 . . .	...	1'49	2'51	...	3'34	...	...	...	...	5'63
1899 . . .	...	1'66	2'78	...	3'48	0'25	...	...	...	7'15
1900 . . .	0'22	2'24	2'60	...	5'18	4'83	...	...	...	3'98
1901 . . .	0'81	2'87	2'02	...	4'67	6'70	...	...	...	...
3RD CLASS.										
1897 . . .	202'78	219'10	167'59	445'27	#	188'75	180'78	...	222'45	215'72
1898 . . .	272'58	192'20	213'48	389'40	213'14	163'66	177'79	...	203'21	200'93
1899 . . .	280'55	177'48	233'66	410'06	284'45	186'83	171'77	...	222'91	203'55
1900 . . .	275'49	176'91	226'23	357'68	305'05	169'60	190'42	...	239'03	215'09
1901 . . .	219'78	202'02	180'92	196'96	302'96	192'23	172'63	85'74	262'93	219'49
TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.										
1897 . . .	205'81	222'44	176'54	452'00	#	197'17	185'98	...	226'88	229'03
1898 . . .	276'41	194'85	224'59	395'30	219'59	172'24	184'77	...	206'69	213'82
1899 . . .	284'41	180'37	244'06	415'23	291'38	196'00	180'10	...	226'60	213'39
1900 . . .	279'59	180'49	236'30	362'54	314'15	181'55	196'63	...	242'98	221'23
1901 . . .	223'41	216'30	189'73	201'30	311'31	206'42	177'55	91'05	267'29	226'49
PERCENTAGE OF FREIGHT ON CAPACITY HAULED.										
1ST CLASS.										
1897 . . .	4'40	2'25	5'72	7'91	#	5'57	12'24	...	5'79	8'38
1898 . . .	6'07	2'01	5'88	10'77	7'19	5'96	15'54	...	7'27	6'69
1899 . . .	7'43	2'70	5'05	8'72	7'06	5'56	13'76	...	7'90	7'47
1900 . . .	7'92	2'98	4'98	6'43	7'15	4'76	13'72	...	8'33	7'59
1901 . . .	5'51	2'81	5'69	4'69	6'50	5'28	11'77	0'65	8'72	8'97
2ND CLASS.										
1897 . . .	7'40	3'44	27'67	41'17	#	23'82	22'31	...	18'36	18'41
1898 . . .	7'71	3'33	34'13	36'19	23'23	21'97	25'22	...	13'77	12'99
1899 . . .	9'02	3'87	24'82	32'94	18'57	22'88	30'04	...	16'70	12'88
1900 . . .	8'95	4'06	28'24	32'77	18'72	19'06	25'04	...	19'03	14'61
1901 . . .	7'73	4'10	41'36	20'99	17'33	18'78	23'01	3'29	20'47	21'30
INTERMEDIATE CLASS										
1897 . . .	...	8'58	9'16	...	#	...	...	...	...	...
1898 . . .	...	7'81	10'57	...	25'92	...	...	...	...	18'77
1899 . . .	...	8'91	11'27	...	8'11	9'33	...	...	...	23'85
1900 . . .	3'02	9'66	9'28	...	9'98	17'68	...	...	...	15'51
1901 . . .	3'33	8'36	11'98	...	10'26	30'25	...	...	...	...
3RD CLASS.										
1897 . . .	36'19	42'29	35'20	96'97	#	47'94	43'26	...	49'98	49'34
1898 . . .	37'56	42'73	37'97	98'92	58'55	47'88	24'92	...	47'23	49'41
1899 . . .	41'48	43'57	38'44	100'06	62'04	48'56	41'85	...	51'38	49'02
1900 . . .	43'93	42'07	69'01	91'13	52'96	48'91	44'32	...	54'93	48'88
1901 . . .	44'78	47'65	46'17	46'20	62'26	52'34	43'33	63'62.	58'84	46'79

* The figures for 1897 are included with the Rajputana-Malwa railway.

trains on each railway (by systems).

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to the code letters used to express railway systems.

3' 3 3/4".										GAUGE.
14	16	17	18	19	20	21	22	23	24	CLASS : No.
A. B.	B. & N. W.	R. & K. (a) & (b)	J. B.	U. C.	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	Calendar year.
AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN										
1st CLASS.										
1'74	1'99	1'82	2'49	...	1'45	1'30	...	1'15	1'78	1897
2'03	1'81	2'07	2'13	0'88	1'97	1'51	...	1'10	1'84	1898
1'88	1'63	2'44	1'89	1'23	1'90	1'36	...	1'10	1'82	1899
1'74	1'59	2'14	2'07	1'45	1'82	1'26	...	1'06	1'86	1900
1'68	1'63	1'51	1'23	1'21	1'97	1'21	1'19	1'11	1'79	1901
2ND CLASS.										
1'68	1'62	1'73	2'25	...	1'90	1'42	...	1'72	2'61	1897
1'94	1'43	1'75	2'09	0'82	2'53	1'63	...	1'67	2'53	1898
1'84	1'37	2'07	2'16	1'07	2'53	1'76	...	1'45	2'67	1899
1'73	1'37	1'83	2'20	1'23	2'44	1'31	...	1'32	2'58	1900
1'61	1'54	1'35	1'37	1'29	2'70	1'32	1'01	1'36	2'35	1901
INTERMEDIATE CLASS.										
...	0'83	1'21	...	...	...	...	...	...	...	1897
...	0'86	1'34	...	0'89	...	...	...	...	0'52	1898
...	0'85	1'42	...	1'79	0'07	...	...	...	1'32	1899
0'43	1'04	1'31	...	2'21	1'66	...	...	...	1'12	1900
1'06	1'57	0'74	...	1'90	1'59	...	...	...	...	1901
3RD CLASS.										
16'18	15'43	15'35	28'58	...	11'65	13'28	...	14'09	14'98	1897
19'67	15'76	18'17	24'77	12'60	11'46	12'55	...	14'22	14'18	1898
18'99	13'82	19'67	24'80	16'01	12'68	12'87	...	13'94	14'31	1899
17'37	14'00	17'38	24'06	19'92	11'56	13'41	...	13'99	15'07	1900
13'84	14'55	11'53	12'55	16'77	11'93	12'30	7'18	14'37	15'68	1901
TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.										
23'37	22'33	23'45	36'92	...	18'30	18'94	...	19'17	22'84	1897
28'67	22'22	26'48	35'50	18'15	19'55	18'84	...	18'69	22'72	1898
22'40	19'90	28'86	35'44	23'77	20'63	19'53	...	19'01	22'87	1899
26'11	20'10	25'68	34'73	29'36	20'91	19'11	...	18'75	22'45	1900
22'44	21'50	17'73	19'12	21'17	21'57	17'63	9'38	19'38	22'53	1901
AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.										
13'29	14'04	12'06	30'85	...	12'90	12'41	...	14'17	14'54	1897
18'21	12'38	15'10	27'16	14'08	11'53	12'92	...	12'95	13'64	1898
18'85	11'46	16'28	28'13	19'79	12'94	12'77	...	14'21	13'64	1899
18'36	11'42	15'75	23'72	20'36	12'11	13'41	...	15'31	16'19	1900
14'53	13'02	12'53	13'52	20'23	13'54	12'01	6'44	16'81	16'83	1901
AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.										
199'29	161'37	152'03	305'38	...	136'65	144'76	...	137'75	156'11	1897
249'40	144'50	166'52	284'50	150'09	133'60	145'52	...	127'18	154'19	1898
239'72	137'75	183'30	287'32	187'76	139'23	149'74	...	137'43	159'19	1899
217'38	139'47	171'81	277'72	222'78	136'02	146'64	...	141'72	142'03	1900
188'70	147'31	122'95	162'45	196'67	140'56	141'42	141'21	145'77	162'78	1901
TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.										
212'58	175'42	164'09	336'24	...	149'55	157'17	...	151'92	170'65	1897
267'61	156'88	181'62	311'66	164'17	145'14	158'44	...	150'13	167'83	1898
258'58	149'22	199'58	315'45	207'55	152'17	162'52	...	151'64	172'83	1899
235'75	150'89	188'06	301'44	243'14	148'13	160'05	...	157'03	165'22	1900
203'23	160'33	135'48	175'97	216'90	154'10	153'43	147'65	162'58	179'61	1901

Appendix 32. Loads—Goods.

Average load and weight of Goods

(Referred to in paragraph

N. B.—A reference to Appendix 2 will furnish the key to

5' 6"																
GAUGE.																
CLASS: No.	1	2		3	4		5	6	7			8		9		
		E. B. S. SYSTEM.			B. N. SYSTEM.				N. W. SYSTEM (a) to (e)			G. I. P. SYSTEM.		B., B. & C. I. SYSTEM.		
Calendar year.	E. I.	5' 6" gauge.	Other gauges.	B. C.	B. N. (a)	R. D. (b)	E. C.	P. T.	O. & R.	Mily. sec.	Comml. sec.	Entire line.	G. I. P. (a) to (c)	I. M. (d) to (g).	B., B. & C. I. (a) to (f).	R. M. (g) to (j).
AVERAGE LOAD OF A LOADED GOODS VEHICLE.																
1897 .	9'76	6'42	3'41	4'92	8'66	...	9'62	...	6'33	7'02	6'61	6'66	6'99	7'28	7'16	4'70
1898 .	9'94	6'69	3'32	6'10	8'77	...	9'94	...	6'35	7'01	8'18	8'11	8'70	7'47	7'74	5'11
1899 .	10'38	6'59	3'37	5'97	9'11	...	10'16	...	6'68	6'79	7'93	7'89	8'33	7'50	7'23	4'97
1900 .	10'72	6'57	4'14	6'10	9'82	...	10'58	...	6'54	6'18	7'63	7'66	7'68	8'01	7'56	5'37
1901 .	10'95	6'74	3'87	5'30	6'68	4'41	10'00	6'65	6'94	8'91	8'75	7'66		8'24		5'66
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)																
1897 .	7'00	4'51	2'61	3'08	5'36	...	6'31	...	4'54	4'85	4'95	4'04	4'05	4'65	5'40	3'75
1898 .	7'12	4'87	2'56	3'88	5'81	...	6'75	...	4'48	5'06	5'69	5'64	6'03	4'73	5'78	3'90
1899 .	7'14	4'79	2'65	3'71	5'96	...	6'63	...	4'70	4'90	5'73	5'63	5'93	4'67	5'33	3'81
1900 .	7'12	4'70	3'18	3'67	6'14	...	6'65	...	4'79	4'82	6'10	5'94	5'35	5'48	4'93	3'81
1901 .	7'45	4'79	3'09	3'24	4'67	3'08	5'00	4'97	4'92	6'49	6'37	5'52		6'31		4'11
AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN.																
1897 .	29'08	28'46	26'89	19'17	22'55	...	16'45	...	24'78	15'80	25'67	24'29	20'85	26'24	34'62	27'85
1898 .	27'97	29'63	27'53	14'99	21'64	...	15'76	...	24'33	15'23	27'73	26'35	23'46	25'69	36'68	29'08
1899 .	27'81	29'74	27'13	17'63	25'70	...	16'31	...	25'20	14'98	27'49	25'91	23'63	25'81	38'92	30'63
1900 .	27'51	32'40	22'81	21'24	25'48	...	18'93	...	23'65	14'48	24'57	23'66	24'85	27'50	40'15	32'38
1901 .	27'26	28'47	21'55	21'06	25'77	8'18	32'00	25'30	15'12	27'34	25'65	26'05		39'75		31'23
AVERAGE NUMBER OF BRAKEVANS IN A GOODS TRAIN.																
1897 .	0'85	1'02	1'08	0'56	1'80	...	1'23	...	1'49	1'58	1'28	1'33	1'91	1'03	0'91	0'82
1898 .	1'02	1'05	1'09	1'73	1'83	...	1'43	...	1'39	1'59	1'23	1'27	1'87	1'79	0'87	0'81
1899 .	0'90	1'01	1'08	1'35	1'90	...	1'42	...	1'26	1'60	1'22	1'27	1'81	1'79	0'80	0'84
1900 .	0'91	1'01	1'15	0'91	1'76	...	1'27	...	1'33	1'45	1'26	1'29	1'82	1'89	0'91	0'87
1901 .	0'89	1'03	1'09	0'80	1'98	1'10	...	1'23	1'34	1'13	1'16	1'91		0'85		0'88
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.																
1897 .	29'93	29'49	27'97	19'74	24'35	...	17'69	...	26'21	17'38	26'95	25'62	22'77	28'17	35'53	28'67
1898 .	28'99	30'68	28'62	16'72	23'47	...	17'24	...	25'78	16'82	28'97	27'62	25'33	27'48	37'55	29'59
1899 .	28'73	31'75	28'21	18'99	27'00	...	17'73	...	26'46	16'53	28'71	27'19	25'44	27'61	39'72	31'47
1900 .	28'42	33'41	23'97	22'15	27'24	...	20'20	...	24'98	15'94	25'83	24'36	26'67	29'32	41'07	33'25
1901 .	28'15	29'50	22'64	21'86	27'75	9'28	32'00	26'53	16'46	25'47	26'81	27'96		40'60		32'11
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.																
1897 .	203'61	128'00	70'05	59'86	121'11	...	103'82	...	111'70	76'44	126'69	119'71	103'29	122'14	186'87	104'34
1898 .	199'20	143'31	70'54	56'93	125'97	...	107'49	...	110'19	75'94	157'94	148'84	141'53	121'89	212'34	113'58
1899 .	198'67	141'52	72'02	64'06	152'99	...	108'27	...	110'42	72'75	157'46	146'57	140'41	120'59	207'59	116'62
1900 .	196'11	149'41	72'14	77'95	156'93	...	126'02	...	113'56	68'48	150'07	137'15	133'78	150'60	199'55	123'26
1901 .	203'12	136'56	66'60	69'24	120'35	25'18	160'00	125'62	74'44	177'54	163'29	143'72		250'75		128'42
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.																
1897 .	243'77	282'83	129'57	201'51	268'93	...	219'08	...	220'74	189'74	256'16	246'87	215'08	272'69	279'50	141'58
1898 .	242'13	281'27	135'97	182'63	265'22	...	220'04	...	216'45	186'31	270'84	261'46	235'58	268'16	303'43	143'71
1899 .	244'29	280'78	140'81	203'19	293'73	...	212'81	...	224'45	186'97	272'12	261'39	240'01	273'70	310'58	150'18
1900 .	244'60	301'15	117'97	233'55	254'14	...	233'46	...	218'00	180'79	249'96	239'57	251'22	292'18	330'87	154'02
1901 .	252'18	275'75	128'65	230'41	261'41	41'67	268'00	249'21	183'92	268'66	256'94	265'22		327'45		149'55
TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS.																
1897 .	447'38	410'84	199'62	261'37	360'04	...	322'90	...	332'45	266'10	382'85	366'59	318'38	394'83	466'37	245'92
1898 .	441'34	424'59	206'51	239'56	391'19	...	327'53	...	326'64	262'26	428'78	410'31	377'11	390'06	505'77	257'29
1899 .	442'04	422'30	212'83	267'75	446'72	...	321'08	...	343'87	259'72	429'59	407'96	380'42	394'29	518'17	266'80
1900 .	440'72	450'56	190'11	311'50	411'07	...	359'49	...	331'50	249'27	400'04	376'72	385'01	442'78	530'42	277'28
1901 .	455'30	412'31	195'25	298'65	381'76	66'85	368'00	374'83	258'36	446'20	420'23	408'94		578'20		277'97
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.																
1897 .	52'62	42'77	46'53	25'17	39'90	...	42'68	...	41'90	39'31	39'63	39'60	43'66	39'84	45'62	53'81
1898 .	52'48	43'21	42'79	26'10	41'78	...	42'76	...	42'19	40'81	45'15	44'81	50'04	39'55	48'12	54'19
1899 .	51'06	41'83	41'38	24'90	43'61	...	43'32	...	43'34	39'37	44'90	44'40	45'76	37'31	44'09	52'70
1900 .	50'18	40'67	52'99	24'19	43'93	...	43'44	...	43'05	38'62	47'76	46'60	39'34	42'31	40'78	52'05
1901 .	51'69	40'92	46'61	22'17	32'12	58'72	...	44'13	39'12	50'70	49'77	40'87		50'70		48'98

* Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

trains on each railway (by systems.)

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the code letters used to express railway systems.

3' 3 3/4".														GAUGE.	
10		11		14	16	17	18	19	20	21	22	23	24	CLASS: No.	
N. G. S. SYSTEM.		MADRAS SYSTEM.													
N. G. S. (a) & (b).	H. G. V (c).	M. (a) to (c).	Nilgiri (d).	A. B.	B. & N. W.	R. & K. (a) & (b).	J. B.	U. C. †	B. G. J. P.	S. M.	W. I. P.	S. I.	B.	Calendar year.	
AVERAGE LOAD OF A LOADED GOODS VEHICLE.															
10'71	..	6'21	...	5'19	4'38	3'78	4'52	...†	3'54	4'71	...	4'05	4'18	1897	
11'15	...	6'20	...	5'41	5'36	4'37	4'93	2'85	3'37	4'55	...	3'97	3'89	1898	
11'17	...	6'15	...	3'46	5'89	5'05	5'45	3'79	3'54	4'84	...	3'92	4'03	1899	
10'44	4'31	6'20	...	4'54	5'12	5'12	6'70	4'80	3'73	4'54	...	4'20	4'21	1900	
10'32	3'75	7'20	9'23	5'74	5'40	4'96	5'05	4'75	3'54	4'33	5'27	4'71	4'45	1901	
AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)															
6'15	...	4'86	...	3'28	3'15	2'57	2'63	...†	2'42	3'38	...	2'97	2'69	1897	
6'60	...	4'70	...	3'31	3'95	2'79	2'94	1'83	2'40	3'03	...	2'99	2'70	1898	
6'72	...	4'59	...	2'58	4'16	3'23	3'22	2'17	2'42	3'55	...	2'90	2'84	1899	
5'91	2'76	4'57	..	3'03	3'52	3'39	3'88	2'57	2'32	3'20	...	3'23	2'99	1900	
6'21	2'59	5'02	7'26	3'80	3'88	3'28	3'32	2'69	2'55	3'28	4'35	3'59	3'07	1901	
AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN.															
24'75	...	24'00	...	21'27	28'35	20'95	21'27	...†	25'44	20'79	...	18'81	27'41	1897	
24'70	...	24'21	...	23'68	23'81	21'23	20'85	23'02	24'77	21'59	...	18'78	27'45	1898	
24'77	...	23'74	...	30'90	23'94	19'20	21'50	25'42	25'35	22'04	...	18'88	26'81	1899	
27'19	17'29	23'24	...	25'81	24'57	17'91	18'11	26'65	25'07	22'25	...	18'97	25'07	1900	
20'15	10'69	23'80	2'02	22'66	25'08	22'71	20'68	25'37	26'44	22'01	14'75	19'47	24'88	1901	
AVERAGE NUMBER OF BRAKEVANS IN A GOODS TRAIN.															
1'97	...	4'17	...	1'61	1'51	1'58	0'26	...†	0'71	1'10	...	0'66	1'59	1897	
1'99	...	4'04	...	1'69	1'35	1'64	0'23	...	0'47	1'27	...	0'62	1'50	1898	
1'97	...	3'81	...	1'63	1'19	1'52	0'40	0'11	0'55	1'32	...	0'61	1'61	1899	
1'97	1'71	3'85	...	1'60	1'24	1'48	0'45	0'25	0'64	1'36	...	0'55	1'25	1900	
1'65	1'12	3'26	1'47	1'47	1'29	1'36	0'41	...	0'53	1'30	0'50	0'59	1'28	1901	
TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.															
26'72	...	28'18	...	22'88	29'87	22'63	21'54	...†	26'15	21'89	...	19'47	29'00	1897	
26'69	...	28'26	...	25'38	25'17	22'84	20'88	23'02	25'25	22'86	...	19'41	28'95	1898	
26'75	...	27'55	...	32'53	25'13	20'72	21'50	25'32	25'90	23'96	...	19'49	28'42	1899	
20'16	19'00	27'09	...	27'41	25'81	19'39	18'56	26'90	26'31	23'61	...	19'52	26'35	1900	
21'80	11'81	27'06	3'49	24'13	26'37	24'07	21'09	25'37	26'97	23'31	15'25	20'06	26'16	1901	
AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.															
152'12	...	116'70	...	69'87	89'37	53'96	56'17	...†	61'71	70'27	...	55'90	73'96	1897	
162'33	...	113'94	...	77'15	94'29	59'39	60'09	42'42	59'67	78'44	...	56'24	74'34	1898	
165'96	...	109'41	...	79'46	99'70	61'89	70'04	55'56	61'49	80'41	...	54'70	76'20	1899	
160'92	47'34	106'23	...	77'80	86'98	60'93	69'38	68'71	59'66	72'52	...	61'33	75'01	1900	
124'23	29'06	119'42	14'62	86'02	97'42	74'39	68'59	68'53	67'48	72'21	1'49	69'93	76'39	1901	
AVERAGE DEAD WEIGHT IN A GOODS TRAIN.															
256'20	...	262'95	...	117'25	140'27	116'51	117'27	...†	125'76	114'84	...	110'83	134'17	1897	
258'13	...	260'41	...	145'14	124'19	117'79	114'40	121'34	122'39	118'52	...	110'71	135'46	1898	
258'06	...	254'61	...	173'06	125'71	89'95	115'65	128'15	124'51	122'89	...	110'31	135'85	1899	
279'15	103'87	250'82	...	139'50	129'65	93'22	101'73	131'55	123'25	122'58	...	109'59	117'84	1900	
232'28	82'26	260'99	60'51	132'40	129'63	112'54	120'89	129'46	126'00	121'36	167'39	112'34	118'47	1901	
TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS.															
408'32	...	379'65	...	187'12	229'64	170'47	173'44	...†	187'48	185'11	...	166'73	268'11	1897	
420'47	...	374'35	...	222'29	218'48	177'19	174'40	163'76	182'06	190'96	...	166'95	269'80	1898	
424'92	...	363'52	...	253'02	225'42	151'85	185'69	183'72	186'00	203'30	...	165'01	212'18	1899	
440'07	157'21	357'15	...	217'30	216'04	154'15	171'11	200'27	182'91	195'11	...	170'92	192'25	1900	
356'51	111'32	380'41	75'13	218'42	227'05	186'93	189'48	197'99	193'48	193'57	163'83	182'27	194'86	1901	
PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.															
51'38	...	41'31	...	40'70	39'09	34'90	41'77	...†	44'75	46'04	...	49'90	44'39	1897	
51'76	...	39'71	...	39'97	40'17	33'85	44'09	26'62	42'69	54'29	...	50'18	44'10	1898	
53'99	...	38'74	...	37'11	50'87	39'86	45'70	30'53	41'11	53'05	...	46'35	41'53	1899	
46'56	28'18	38'35	...	39'50	43'38	41'13	51'84	35'58	39'58	48'42	...	50'12	43'03	1900	
49'41	29'35	38'47	32'99	40'05	47'52	38'58	40'11	37'08	42'48	47'80	45'52	55'72	43'47	1901	

† The figures for 1897 are included with the Rajputana-Malwa railway.

Appendix 33. Rolling-Stock statistics.

APPEN

Number of, outlay on, and

(Referred to in paragraphs

N.B.—A reference to Appendix 2 will furnish the key

Progressive No.	GAUGE.		5' 6"					
	CLASSIFICATION NUMBER.		1	2 (a)	3	4 (a)	5	6 (a) & (b)
	Particulars.		E. I.	E. B. S.	B. C.	B. N.	P. T.	O. & R.
ENGINES.								
1	Passenger engines—							
2	Number at close of 1900		133	46	*	37	...	39
3	Number added in 1901		133	46	*	5	...	3
4	Number at close of 1901		266	68	27†	119	12	133
5	Goods and mixed engines—		13	4	...	16	12	...
6	Number at close of 1901		† 681	72	27†	185	24	133
7	Number per mile of line open of all classes		0'39	0'44	0'19	0 11	3'00	0'16
8	Average mileage run by each in 1901—							
9	Passenger		35,192	26,356	*	36,248	*	19,536
10	Goods		24,019	23,029	*	23,256	*	29,706
11	All classes		25,845	24,326	17,308	23,213	*	27,255
12	Average mileage run by each per diem—							
13	Passenger		96	72	*	99	*	54
14	Goods		66	63	*	64	*	81
15	All classes		71	67	47	72	*	75
16	Total value in thousands of rupees		*	*	8,64	78,00	4,83	4,758
17	Total value per mile of line open		*	*	6,223	5,013	52,803	4,389
COACHING STOCK.								
18	Number at close of 1900		1,996	514	117	569	...	802
19	Number added in 1901		149	10	...	224	...	2
20	Number at close of 1901		† 2,145	524	117	793	...	804
21	Number per mile of line open 1st class		0'09	0'18	0'09	0'04	...	0'08
22	Number per mile of line open 2nd class		0'06	0'23	0 07	0 04	...	0 05
23	Number per mile of line open Intermediate class		0'05	0'24	0'05	0'02	...	0'05
24	Number per mile of line open 3rd class		0'43	0'84	0'33	0'25	...	0'31
25	Number per mile of line open all other classes		0'39	0'56	0'36	0'16	...	0'22
26	Number per mile of line open total of all classes		1'02	1'95	0'90	0'51	...	0'71
27	Average mileage run by each 1st class		*	*	*	*	...	*
28	Average mileage run by each 2nd class		*	*	*	*	...	*
29	Average mileage run by each Intermediate class		*	*	*	*	...	*
30	Average mileage run by each 3rd class		*	*	*	*	...	*
31	Average mileage run by each all other classes		*	*	*	*	...	*
32	Average mileage run by each total of all classes		54,288	32,676	29,855	40,818	...	49,388
33	Total value in thousands of rupees		*	*	*	55,68	...	*
34	Total value per mile of line open		*	*	*	3,578	...	*
GOODS STOCK.								
35	Number at close of 1900.	Covered wagons	7,957	1,967	421	2,964	348	3,839
36		Open	5,917	236	12	1,096	7	...
37		Timber trucks, including bolster trucks	23	71	57	36	...	99
38		All other classes	76	70	3	45	17	453
39	Total of all classes		13,973	2,314	493	4,141	372	4,391
40	Number added in 1901.	Covered wagons	144	51	...	560	298	16
41		Open	1,585	5	...	224	5	...
42		Timber trucks including bolster trucks	...	3	...	14	22	8
43		All other classes	2	2	1	11	103	1
44	Total of all classes		1,443	51	1	809	428	25
45	Number at close of 1901.	Covered wagons	7,813	2,018	421	3,524	648	3,855
46		Open	7,502	241	12	1,320	12	...
47		Timber trucks including bolster trucks	23	68	57	50	22	518
48		All other classes	78	68	4	58	120	45
49	Total of all classes		15,418	2,385	494	4,950	800	4,418
50	Number of all classes per mile of line open		7'21	8'03	3'56	3'19	87	3'90
51	Average mileage run by each		16,822	11,387	78'72	14,085	*	16,632
52	Average tare in tons.	Covered wagons	6'94	7'22	7'85	7'86	7'00	7'39
53		Open	6'42	6'58	7'05	7'10	5'00	...
54	Average carrying capacity in tons.	Covered wagons	14'34	11'40	12'39	14'71	10'00	10'81
55		Open	14'82	14'13	17'00	15'24	10'00	...
56	Average load of a goods vehicle (both loaded and empty)		7'45	4'79	3'24	4'67	5'00	4'97
57	Total value in thousands of rupees		*	*	28,15†	1,29,87	16,68	1,28,76†
58	Total value per mile of line open		*	*	20,266†	8,347	1,81,445	11,359†
59	Grand total value of Rolling-Stock in thousands of rupees		10,63,09	1,24,54	36,79	2,63,55	21,51	1,76,34
60	Grand total value of Rolling-Stock per mile of line open		50,593	46,523	26,489	16,938	2,34,248	15,748
ROLLING STOCK UNDER SUPPLY.								
61	Engines		110	11	...	45	9	18
62	Coaching vehicles		303	42	...	119	150	39
63	Goods vehicles		1,010	...	...	1,414	...	...

* Information not available.

† Including passenger engines.

‡ Excluding 15 engines, 2 coaching vehicles, 6 brakevans and 407 goods vehicles used for construction purposes.

DIX 33.

work done by Rolling-Stock.

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to the code letters used to express railway systems.

Appendix 33.

Rolling-Stock statistics.

5' 6"						3' 3 1/2"						Pro- gres- sive No.
7	8		(a) to (f).	(a) and (b)	(a) to (c)	(b) to (d).	(g) to (j).	10 (c)	11 (d)	12	(a) 13 & (b)	
N. W. (a) to (e)	G. I. P. (a) to (c)	I. M. (d) to (g)	B. B. & C. I.	N. G. S.	M.	E. B. S.	R. M.	H. G. V.	N.	B. D.	D. S.	
ENGINES.												
* * *	165 —5 180	10 ... 10	66 ... 66	* * *	46 15 61	50 7 57	145 ... 145	* * *	2 ... 2	* * *	* * *	1 2 3
660 15 676 0'18	440 10 450 0'39	132 ... 132 0'13	120 4 122 0'23	* 54† ... 54† 0'15	122 49 171 0'17	54 10 64 0'17	283 ... 283 0'24	35† ... 35† 0'09	2 ... 2 0'24	14† —4 10† 0'09	22 ... 22 0'28	4 5 6 7
* 20,320	26,535 17,920 20,193	38,261 16,886 18,391	* * 18,338	* * 21,551	25,785 22,807 23,590	20,008 22,784 23,163	* * 18,260	* * 23,492	12,388 9,362 10,835	* * 15,199	* * *	8 9 10
* 56 2,33,14 6,281	73 49 35 1,88,60 12,020	105 46 50 58,78 5,182	* * 50 *	* * 59 6,517	71 62 65 82,20 5,968	71 62 66 77,60 4,293	* * 50 2,441	* * 64 9,55 2,441	34 26 30 1,91 1,723	* * 42 1,91 1,723	* * *	11 12 13 14 15
COACHING STOCK.												
2,317 14 2,331 0'04 0'04 0'04	1,754 —16 1,738 0'07 0'12 ...	504 5 508 0'05 0'04 ...	556 23 578 0'05 0'07 0'03	182 ... 182 0'10 0'04 ...	1,143 16 1,159 0'07 0'09 ...	611 14 625 0'09 0'07 0'10	1,689 32 1,657 0'07 0'05 0'03	111 17 128 0'05 0'03 ...	12 ... 12 0'15 0'03 ...	27 44 71 8'08 0'04 0'02	80 ... 80 0'05 0'05 ...	16 17 18 19 20 21
0'25 0'26 0'63	0'39 0'52 1'10	0'22 0'15 0'46	0'35 0'20 0'70	0'21 0'20 0'55	0'42 0'26 0'84	0'40 0'23 0'89	0'45 0'32 0'92	0'13 0'12 0'33	0'29 0'24 0'71	0'33 0'16 0'63	0'46 0'47 1'03	22 23 24
* * *	61,096 48,175 ...	39,640 51,969 ...	* * *	* * *	27,932 22,734 101,164	* * *	* * *	32,085 56,178 ...	58'06 73'82 ...	* * *	* * *	25 26 27
* *	47,689 18,550	36,378 23,921	* *	* *	27,817 29,394	* *	* *	39,888 37,103	65'93 63'78	* *	* *	28 29
35,448 1,34,62 3,620	35,027 65,56 4,178	34,101 33,74 2,974	48,470 * *	40,284 * *	28,260 41,37 3,003	30,875 * *	33,958 * *	47,076 * *	63'90 * *	* * *	* * *	30 31 32
GOODS STOCK.												
7,894 2,913 324 220 11,351	4,479 3,138 191 113 7,871	1,456 721 50 34 2,261	2,435 1,636 90 549 4,710	171 657 101 10 939	2,318 1,622 175 38 4,153	2,298 341 86 50 2,815	42,42 26,44 79 92 70,57	300 210 ... 4 514	... 16 16	199 69 12 4 285	133 714 50 2 899	33 34 35 36 37
... ... ...	... ... ...	116 —14 ...	28 102 ...	... ... —2	4 114 10	40 15 ...	12 33 ...	... 21 20	... ... ...	34 —2 ...	... ... ...	38 39 40
3 3	8 8	... 102	6 136	1 1	3 123	120 175	... 12	3 44	... ...	... 32	... ...	41 42
7,804 2,913 324 223 11,864	4,429 3,138 191 121 7,870	1,572 707 50 34 2,363	2,403 1,738 80 555 4,848	171 657 89 11 938	2,314 1,738 185 41 4,276	2,338 358 88 210 2,890	4,254 2,677 79 82 7,102	300 231 20 7 558	... 18 18	238 67 12 4 316	133 714 50 2 899	43 44 45 46 47
3'07 16,950	5'02 20,251	2'18 19,497	5'88 10'648	2'84 20,148	3'10 11,030	4'28 9,131	3'93 8,392	1'43 14,636	0'05 21'80	* *	* *	48 49
7'50 6'94	7'18 6'55	7'90 6'39	6'61 6'16	6'99 6'57	7'30 6'28	* *	3'90 4'15	3'95 3'34	... *	* *	* *	50 51
13'59 13'08	13'39 14'53	13'92 12'39	13'19 14'23	10'93 13'89	13'16 11'96	* *	9'38 12'15	10'00 9'18	... *	* *	* *	52 53
6'37	5'52§	5'52§	6'31	6'21	5'02	3'09	4'11	2'59	7'26	* *	* *	54
2,89,93 7,811	1,45,82 9,293	73,50 6,479	* *	26,31† 7,969†	1,15,30 8,372	* *	1,40,88† 7,793†	14,49† 3,701†	* *	6,31 5,704	* *	55 56
6,57,69 17,718	3,99,08 25,491	1,66,02 14,635	2,21,24 22,814	47,82 14,485	2,38,87 17,343	92,35 13,213	2,18,48 12,036	24,04 6,142	5,16 30,528	8,22 7,421	19,19 24,754	57 58
ROLLING STOCK UNDER SUPPLY.												
30 34 110	... ... ...	57 5 1,159	2 62 255	... ... ...	39 55 159	3 55 606	10 102 1,107	... ... ...	... ... ...	... ... ...	... ... ...	59 60 61

§ For the Great Indian Peninsula and Indian Midland combined system.

† Metre gauge only.

‡ Including value of coaching stock.

** Excluding two engines condemned during the year.

Appendix 33. Rolling-Stock statistics.

APPEN

Number of, outlay on, and

(Referred to in paragraphs)

N. B.—A reference to Appendix 2 will furnish the key

Progressive No.	GAUGE.		3' 3"				
	CLASSIFICATION NUMBER.		14 (a)	15	16	17 (a) and (b).	18
	Particulars.		A. B.	D.	B. & N. W.	R. & K.	J. B.
ENGINES.							
1	Passenger engines—						
2	Number at close of 1900		■	■	■	■	■
3	Number added in 1901		■	■	■	■	■
4	Number at close of 1901		■	■	■	■	■
5	Goods and mixed engines—						
6	Number at close of 1900		53†	3†	155†	27†	32†
7	Number added in 1901		53†	3†	20†	4†	8†
8	Number at close of 1901		53†	3†	175†	31†	40†
9	Number per mile of line open of all classes		0'09	...	0'14	0'11	0'05
10	Average mileage run by each in 1901—						
11	Passenger		■	■	■	■	■
12	Goods		■	■	■	■	■
13	All classes		14,662	5'506	22,749	24,037	22,035
14	Average mileage run by each per diem—						
15	Passenger		■	■	■	■	■
16	Goods		■	■	■	■	■
17	All classes		40	14	62	65	60
18	Total value in thousands of rupees		11,40	■	41,15	6,73	13,01
19	Total value per mile of line open		1,935	■	3,260	2,264	1,767
COACHING STOCK.							
20	Number at close of 1900		175	10	795	194	121
21	Number added in 1901		7	...	...	36	24
22	Number at close of 1901		182	10	785	168	145
23	Number per mile of line open 1st class		0'03	■	0'06	0'07	0'02
24	Number per mile of line open 2nd class		0'02	■	0'04	0'03	0'02
25	Number per mile of line open Intermediate class		0'01	■	0'04	0'03	...
26	Number per mile of line open 3rd class		0'14	■	0'36	0'28	0'10
27	Number per mile of line open All other classes		0'11	■	0'13	0'12	0'06
28	Number per mile of line open total of all classes		0'31	■	0'63	0'53	0'20
29	Average mileage run by each 1st class		■	■	■	■	■
30	Average mileage run by each 2nd class		■	■	■	■	■
31	Average mileage run by each Intermediate class		■	■	■	■	■
32	Average mileage run by each 3rd class		■	■	■	■	■
33	Average mileage run by each All other classes		■	■	■	■	■
34	Average mileage run by each total of all classes		39,879	■	44,118	33,873	45,933
35	Total value in thousands of rupees		13,35	■	■	■	■
36	Total value per mile of line open		2,265	■	■	■	■
GOODS STOCK.							
37	Covered wagons		524	■	} 4,673 {	693	180
38	Open wagons.		483	■		82	125
39	Timber trucks including bolster trucks.		76	■		282	76
40	All other classes		78	■		31	19
41	Total of all classes		1,161	■	4,956	870	305
42	Covered wagons		100	■	} 882 {	—4	100
43	Open		15	■		...	170
44	Timber trucks including bolster trucks		...	■		...	...
45	All other classes.		...	■		...	...
46	Total of all classes		85	■	883	—4	270
47	Covered wagons		624	■	} 5,555 {	680	280
48	Open		468	■		82	205
49	Timber trucks including bolster trucks		78	■		282	76
50	All other classes		78	■		32	18
51	Total of all classes		1,248	8	5,869	860	575
52	Number of all classes per mile of line open		2'11	■			
53	Average mileage run by each		6,453	■	4'65	3'04	0'78
54	Average tare in tons.			■	8,392	10,595	12,322
55	Covered wagons		4'25	■	■	3'84	3'62
56	Open		3'24	■	■	2'73	3'09
57	Average carrying capacity in tons		9'67	■	} 8'66 {	8'67	8'38
58	Open		6'33	■		6'00	7'74
59	Average load of a goods vehicle loaded and empty		3'80	■	3'88	3'28	3'32
60	Total value in thousands of rupees		16,32	■	1,20,61†	19,80†	19,82†
61	Total value per mile of line open		2,771	■	9,557†	6,665†	2,692†
62	Grand total value of rolling-stock in thousands of rupees		41,07	2,85	1,61,76	26,53	32,83
63	Grand total value of rolling-stock per mile of line open		6,971	56,554	12,817	8,929	4,459
ROLLING STOCK UNDER SUPPLY.							
64	Engines		10	...	50	10	8
65	Coaching vehicles		16	...	47	...	46
66	Goods vehicles		187	...	...	417	312

* Information not available.

DIX 33—concl'd.

work done by Rolling-Stock.

18, 54 & 55 of Report).

to the code letters used to express railway systems.

Appendix 33.
Rolling-Stock statistics.

3' 3 1/2"					2' 6"			2' 0"	Pro- gres- sive No.
19	20	21	23 (a) to (d)	24	2 (e)	4 (b)	25	30	
U. C.	B. G. J. P.	S. M.	S. I.	B.	C. B.	R. D.	M. R. W.	D. H.	
ENGINES.									
...	*	26	69	22	1	*	5	...	1
1	*	26	69	28	1	*	5	...	2
2	†37	193	139	149	2	4†	3	14	4
2	†37	193	139	178	2	4†	3	14	5
0'04	0'08	0'14	0'18	0'17	0'09	0'07	0'08	0'27	6
*	*	25,882	25,703	13,811	26,512	*	23,381	*	8
*	*	15,293	14,016	22,499	14,800	*	18,009	*	9
18,520	15,309	16,551	17,988	21,318	24,506	16,115	21,367	*	10
*	*	71	70	38	73	*	64	*	11
*	*	42	38	62	41	*	49	*	12
51	42	45	49	58	67	44	59	*	13
95	7,56	45,16	44,08	51,69	47	119	129	2,44	14
1,384	1,661	2,831	3,971	4,389	1,393	2,121	1,372	4,788	15
COACHING STOCK.									
26	255	950	981	804	24	20	54	71	16
26	268	1,008	988	837	16	22	54	76	17
0'03	0'08	0'06	0'06	0'07	0'06	0'02	0'05	0'18	18
0'03	0'04	0'04	0'07	0'06	0'03	0'02	0'06	0'70	19
0'03	0'02	...	...	...	0'09	...	...	...	20
0'22	0'31	0'34	0'56	0'38	0'26	0'29	0'34	0'55	21
0'05	0'13	0'19	0'19	0'19	0'03	0'06	0'12	0'06	22
0'36	0'58	0'63	0'88	0'70	0'47	0'39	0'57	1'49	23
14,947	17,585	*	*	*	*	6,257	*	*	24
14,421	44,363	*	*	*	*	6,257	*	*	25
26,316	49,818	...	...	...	*	*	*	*	26
31,006	26,241	*	*	*	*	13,090	*	*	27
26,757	20,441	*	*	*	*	26,634	*	*	28
26,706	26,038	26,168	35,595	43,734	*	14,777	*	*	29
1,19	8,55	*	35,46	38,85	*	58	1,25	*	30
1,734	1,877	*	3,194	3,298	*	1,029	1,330	*	31
GOODS STOCK.									
25	298	3,171	1,921	22,41	56	12	20	37	33
10	662	1,147	1,322	890	11	55	94	143	34
...	16	188	51	307	...	...	...	4	35
...	23	208	6	210	118	...	1	19	36
35	999	4,714	3,300	3,648	185	67	115	203	37
...	...	8	...	134	...	8	...	...	38
...	...	—11	...	—6	...	...	2	9	39
...	6	...	...	...	...	...	...	...	40
...	...	3	...	33	—118	...	...	...	41
...	6	...	...	161	—118	8	2	9	42
25	298	3,179	1,921	2,875	50	20	20	37	43
10	662	1,138	1,322	884	11	55	98	152	44
...	22	188	51	307	...	...	...	4	45
...	23	211	6	243	...	...	1	19	46
35	1,005	4,714	3,300	3,809	67	75	117	212	47
0'50	2'21	2'96	2'97	3'23	*	1'33	1'24	4'16	48
7,308	5,347	8,772	9,375	13,953	*	4,093	*	...	49
2'69	3'72	4'33	4'12	5'15	*	3'10	3'27	...	50
...	3'11	...	3'52	4'02	*	3'50	2'57	...	51
7'40	5'68	7'37	6'80	8'93	*	5'00	4'72	...	52
6'29	6'12	6'87	6'29	8'47	*	8'11	5'66	...	53
2'69	2'55	3'28	3'59	3'07	*	3'08	*	...	54
58	11,98	95,14†	46,00	62,49	1,32†	1,55	1,65	3,08†	55
845	2,033	5,965†	4,224	5,306	3,903†	2,761	1,746	6,035†	56
2,72	28,09	1,40,30	1,26,44	1,53,03	1,79	3,32	4,19	5,52	57
3,963	6,171	8,796	11,389	12,993	5,296	5,911	4,448	10,623	58
ROLLING STOCK UNDER SUPPLY.									
...	...	...	...	30	...	...	...	...	59
...	...	...	59	115	...	10	...	...	60
...	...	...	217	685	...	175	...	...	61

† Including passenger engines.

‡ Including value of coaching stock.

Appendix 33-A.
Rolling-stock and work done.

Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION No.		1				2				4			
Particulars.		EAST INDIAN.				EASTERN BENGAL STATE. (a) ‡				BENGAL NAGPUR (a).			
		1893.	1901.	Increase.	Per- cent- age of in- crease.	1893.	1901.	Increase.	Per- cent- age of in- crease.	1893.	1901.	Increase.	Per- cent- age of in- crease.
LOCOMOTIVES.													
Number of Locomotives on the 31st December	No.	576	814	238	41'32	97	145	48	49'48	103	177	74	71'84
Capital expenditure on Locomotives up to the 31st December	Rs.	*7,12,53	10,63,09	3,50,56	49'19	*90,92	*1,61,33	70,41	77'44	46,70	78,00	31,30	67'02
Total engine miles run	Miles.	11,434	21,038	9,604	83'99	2,481	3,337	856	34'91	1,723	4,108	2,385	138'42
Engine mileage run per engine	"	19 851	25,845	5,994	30'19	25,582	23,019	-2,563	-10'12	16,734	23,213	6,479	38'72
Gross ton-miles hauled	in millions of ton	3,657	6,446	2,789	76'26	527	736	209	39'66	556	1,192	636	114'39
Ton-mileage hauled per engine	in thousands of ton	6,350	7,920	1,570	24'72	5,433	5,082	-351	-6'46	5,403	6,735	1,332	24'67
Length of system on the 31st December	"	1,818'60	2,101'27	282'67	15'54	373'76	393'05	19'29	5'16	862'33	1,552'98	690'65	80'09
Number of passengers carried in thousands	No.	17,207	23,875	6,668	38'76	7,968	9,789	1,821	22'85	2,198	6,021	3,823	173'93
Tonnage of goods carried	Tons	\$ 5,405	\$ 10,418	5,013	92'75	\$ 1,340	\$ 1,793	453	33'81	\$ 1,242	\$ 2,185	943	75'93
COACHING VEHICLES.													
Number of vehicles on the 31st December	No.	1,559	2,145	586	37'59	502	641	139	27'69	400	793	393	98'25
Capital expenditure on vehicles up to the 31st December	Rs.	*7,12,53	10,63,09	3,50,56	49'19	*90,92	*1,61,33	70,41	77'44	†1,15,54	†1,85,55	70,00	60'58
Total vehicle mileage run	Miles	88,620	116,448	27,828	31'40	17,356	20,615	3,259	18'77	11,362	32,369	20,807	179'95
Vehicle mileage run per vehicle	"	56,845	54,288	-2,557	-4'50	34,575	32,161	-2,414	-6'98	28,906	40,818	12,088	41'82
Coaching freight ton mileage in thousands of ton	"	78,995	107,060	28,065	35'52	12,276	17,104	4,828	39'33	7,477	28,293	20,816	278'40
Freight ton-mileage per vehicle	"	50	49	-1	-2'00	24	27	3	12'50	18	35	17	94'44
Length of system on the 31st December	"	1,818'60	2,101'27	282'67	15'54	373'76	393'05	19'29	5'16	862'33	1,552'98	690'65	80'09
Number of passengers carried in thousands	No.	17,207	23,875	6,668	38'76	7,968	9,789	1,821	22'85	2,198	6,021	3,823	173'93
GOODS VEHICLES.													
Number of vehicles on the 31st December	No.	8,956	15,416	6,460	72'13	2,072	2,889	817	39'43	3,412	4,950	1,538	45'08
Capital expenditure on vehicles up to the 31st December	Rs.	*7,12,53	10,63,09	3,50,56	49'19	*90,92	*1,61,33	70,41	77'44	†1,15,54	†1,85,55	70,00	60'58
Total vehicle mileage run	Miles	180,845	259,325	78,480	43'40	21,953	31,160	9,207	41'94	47,858	69,721	21,863	45'68
Vehicle mileage run per vehicle	"	20,193	16,821	-3,372	-16'69	10,595	10,786	191	1'80	14,026	14,085	59	0'42
Goods freight ton-mileage in millions of ton	"	1,199	2,149	950	79'23	92	143	51	55'43	122	229	107	87'70
Freight ton-mileage per vehicle	in thousands of ton	134	139	5	3'73	45	50	5	11'11	36	46	10	27'78
Length of system on the 31st December	"	1,818'60	2,101'27	282'67	15'54	373'76	393'05	19'29	5'16	862'33	1,552'98	690'65	80'09
Number of tons carried	"	\$ 5,405	\$ 10,418	5,013	92'75	\$ 1,340	\$ 1,793	453	33'81	\$ 1,242	\$ 2,185	943	75'93

* The expenditure on locomotives and coaching and goods vehicles has not been kept separate in the accounts.

† The expenditure on coaching and goods vehicles has not been kept separate in the accounts.

‡ Including the Bengal Central railway, as the

§ The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways a large are not credited. The extent to which this was the case may be judged from Appendix

DIX 33-A.

Appendix 33-A.
Rolling-stock and work done.

in 1893 and 1901 and the work done by it.

(18 and 56 of Report).

5' 6"											
6				7				8			
ODDH AND ROHILKHAND.				NORTH WESTERN (a) to (e).				GREAT INDIAN PENINSULA SYSTEM (a) to (g).			
1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase.	Percent- age of increase.	1893.	1901.	Increase.	Percent- age of increase.
LOCOMOTIVES.											
157	175	18	11'39"	586	676	90	15'36"	714	752	38	5'32"
37,94	47,58	9,64	25'41"	1,88,59	2,33,14	44,55	23'62"	5,51,67	5,66,00	14,33	2'60"
3,100	4,771	1,671	53'90"	10,010	13,736	3,726	37'22"	12,773	14,831	20,58	16'11"
19,747	27,265	7,518	38'07"	17,844	20,320	2,476	13'88"	17,890	19,722	1,832	10'24"
783	1,206	423	54'02"	2,853	4,134	1,281	44'90"	3,307	4,329	1,022	30'90"
4,991	6,892	1,901	38'05"	4,869	6,115	1,246	25'59"	4,632	5,758	1,126	24'31"
741'11	1,133'60	392'49	52'96"	2,608'26	3,702'67	1,094'41	41'96"	2,224'54	2,674'39	449'85	20'22"
5,662	8,764	3,102	54'75"	12,414	20,293	7,879	63'47"	15,187	22,534	7,347	48'38"
\$ 1,406	\$ 1,899	493	35'06"	\$ 5,129	\$ 5,603	474	9'24"	\$ 3,399	\$ 4,510	1,111	32'09"
COACHING VEHICLES.											
592	804	212	35'81"	2,040	2,331	291	14'26"	2,098	2,247	149	7'10"
† 1,08,05	† 1,28,76	20,71	19'17"	† 3,68,39	† 4,24,55	56,16	15'24"	5,51,67	5,66,00	14,33	2'60"
21,347	32,432	11,085	51'93"	64,254	82,629	18,375	28'59"	64,057	76,413	12,356	19'29"
36,061	40,338	4,277	11'86"	31,497	35,448	3,951	12'54"	30,533	34,007	3,474	11'38"
17,012	25,579	8,567	50'36"	46,162	72,762	26,600	57'62"	50,062	65,934	15,872	31'70"
29	32	3	10'34"	22	31	9	40'91"	24	29	5	20'83"
741'11	1,133'60	392'49	52'96"	2,608'26	3,702'67	1,094'41	41'96"	2,224'54	2,674'39	449'85	20'22"
5,662	8,764	3,102	54'79"	12,414	20,293	7,879	63'47"	15,187	22,534	7,347	48'38"
GOODS VEHICLES.											
4,373	4,416	43	0'98"	10,107	11,354	1,247	12'34"	10,148	10,242	94	0'93"
† 1,08,05	† 1,28,76	20,71	19'17"	† 3,68,39	† 4,24,55	56,16	15'24"	5,51,67	5,66,00	14,33	2'60"
57,722	73,448	15,726	27'24"	133,790	191,207	57,417	42'91"	141,635	177,742	36,107	25'49"
13,200	16,632	3,432	26'00"	13,237	16,960	3,723	28'13"	13,967	17,354	3,387	24'25"
158	236	81	51'27"	684	1,117	433	63'30"	780	1,057	277	35'51"
36	54	18	50'00"	68	99	31	45'59"	77	103	26	33'77"
741'11	1,133'60	392'49	52'96"	2,608'26	3,702'67	1,094'41	41'96"	2,224'54	2,674'39	449'85	20'22"
\$ 1,406	\$ 1,899	493	35'06"	\$ 5,129	\$ 5,603	474	9'24"	\$ 3,399	\$ 4,510	1,111	32'09"

It has not, therefore, been possible to show it separately.

It has not, therefore, been possible to show it separately.

figures for 1893 cannot be separated.

part of the traffic was carried in foreign railway wagons. In the case of some, the home vehicles carried traffic on foreign lines with the quantity of which they No. 21. The vehicle mileage figures, however, represent all the work done by each railway's own vehicles.

Appendix 33-A.
Rolling-stock and work done.

Statement showing Rolling-stock on some of the railways

(Referred to in paragraphs

GAUGE.		5' 6"											
CLASSIFICATION No.		9				10				11			
Particulars.		B. B. & C. I. (a) to (f)				N. G. S. (a) & (b).				M. (a) to (c)			
		1893	1901	Increase.	Percent- age of increase	1893 ‡	1901	Increase.	Percent- age of increase	1893	1901	Increase.	Percent- age of increase
LOCOMOTIVES.													
Number of Locomotives on the 31st December	No.	134	188	54	40'30	50	54	4	8'00	164	232	68	41'46
Capital expenditure on Locomotives up to the 31st December in thousands of	Rs.	*1,64,25	*2,21,24	56,99	34'70	*38,84	*47,82	8,98	23'12	54,21	82,20	27,99	51'63
Total Engine miles run in thousands of miles		2,824	3,447	623	22'06	768	1,163	395	51'43	3,098	5,472	2,374	76'63
Engine mileage run per engine	"	21,076	18,338	-2,738	-12'99	15,372	21,551	6,179	40'20	18,892	23,590	4,698	24'87
Gross ton-miles hauled in millions of ton	"	886	1,134	2,48	27'99	213	372	159	74'64	734	1,394	660	89'92
Ton-mileage hauled per engine in thousands of ton	"	6,613	6,031	-582	-8'80	4,264	6,904	2,640	61'91	4,474	6,005	1,534	34'29
Length of system on the 31st December	"	499'25	683'12	183'87	36'83	444'81	351'60	-93'21	-20'96	839'22	1,377'30	538'08	64'12
Number of passengers carried in thousands	No.	15,075	18,144	3,049	20'19	1,619	1,409	-210	-12'35	9,826	12,277	2,451	24'94
Tonnage of goods carried in thousands of Tons	Tons	\$ 1,539	\$ 1,973	434	28'20	\$ 504	\$ 920	416	82'54	\$ 1,158	\$ 2,412	1,254	108'29
COACHING VEHICLES.													
Number of vehicles on the 31st December	No.	517	579	62	11'99	152	182	30	19'74	796	1,159	363	45'60
Capital expenditure on vehicles up to the 31st December in thousands of	Rs.	*1,64,25	*2,21,24	56,99	34'70	*38,84	*47,82	8,98	23'12	†97,02	†1,56,67	59,65	61'48
Total vehicle-mileage run in thousands of miles		19,954	28,064	8,100	40'59	5,815	7,332	1,517	26'09	23,783	32,753	8,970	37'72
Vehicle-mileage run per vehicle	"	38,617	48,470	9,853	25'52	38,255	40,284	2,029	5'30	29,879	28,260	-1,619	-5'42
Coaching freight ton-mileage in thousands of ton	"	23,296	28,675	5,379	23'01	5,072	4,754	-318	-6'27	25,464	30,001	4,537	17'82
Freight ton-mileage per vehicle in thousands of ton	"	45	49	4	88'88	33	26	-7	-21'21	31	25	-6	-19'35
Length of system on the 31st December	"	499'25	683'12	183'87	36'83	444'81	351'60	-93'21	-20'96	839'22	1,377'30	538'08	64'12
Number of passengers carried in thousands	No.	15,095	18,144	3,049	20'19	1,619	1,409	-210	-12'35	9,826	12,277	2,451	24'94
GOODS VEHICLES.													
Number of vehicles on the 31st December	No.	3,645	4,846	1,201	32'95	735	938	203	27'62	2,838	4,276	1,438	49'62
Capital expenditure on vehicles up to the 31st December in thousands of	Rs.	*1,64,25	*2,21,24	56,99	34'70	*38,84	*47,82	8,98	23'12	†97,02	†1,56,67	59,65	61'84
Total vehicle-mileage run in thousands of Miles		46,340	51,602	5,262	11'36	9,592	20,099	10,507	109'54	29,642	47,164	17,522	59'11
Vehicle-mileage run per vehicle	"	12,711	10,648	-2,063	-16'23	13,030	20,148	7,098	54'39	10,372	11,030	658	6'34
Goods freight ton-mileage in millions of ton	"	247	307	60	24'29	51	107	56	109'80	147	306	159	108'16
Freight ton-mileage per vehicle in thousands of ton	"	68	64	-4	-5'88	69	114	45	65'22	52	72	20	38'46
Length of system on the 31st December	"	499'25	683'12	183'87	36'83	444'81	351'60	-93'21	-20'96	839'22	1,377'30	538'08	64'12
Number of tons carried in thousands of Tons	Tons	\$ 1,539	\$ 1,973	434	28'20	\$ 504	\$ 920	416	82'54	\$ 1,158	\$ 2,412	1,254	108'29

* The expenditure on locomotives and coaching and goods vehicles has not been

† The expenditure on coaching and goods vehicles has not been kept separately

‡ Includes the Bezwada-Godavari section of the East Coast State railway, The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways they are not credited. The extent to which this was the case may be judged from Appendix No. 21

DIX 33-A--concluded.

in 1893 and 1901, and the work done by it.

18 and 56 of Report.)

Appendix 33-A.
Rolling-stock and work done.

3' 3 3/4".															
2				9				16				17			
EASTERN BENGAL STATE, (b) to (d).				RAJPUTANA-MALWA, (g) to (j).				BENGAL AND NORTH-WESTERN.				ROHILKUND AND KUMAON, (a) and (b).			
1893.	1901.	Increase.	Per-centage of increase.	1893.	1901.	Increase.	Per-centage of increase.	1893.	1901.	Increase.	Per-centage of increase.	1893.	1901.	Increase.	Per-centage of increase.
LOCOMOTIVES.															
89	121	32	35'96	424	428	4	0'95	100	175	75	75'00	27	31	4	14'81
*59,20	*92,35	33,15	56'00	74,75	77,60	285	3'81	19,09	41,15	22,05	115'51	5,63	6,73	1,10	19'36
1,791	2,802	1,011	56'45	7,492	7,815	323	4'31	1,929	3,981	2,062	160'89	528	745	217	41'10
20,132	23,163	3,031	15'05	17,670	18,260	590	3'34	19,286	22,749	3,463	17'44	19,540	24,037	4,497	23'01
251	392	141	58'17	1,363	1,676	313	22'96	330	658	328	99'39	78	98	20	25'64
2,823	3,247	424	15'02	3,215	3,917	702	21'84	3,299	3,761	462	14'00	2,925	3,188	263	8'99
563'96	698'91	134'95	23'93	1,783'93	1,948'94	165'01	9'25	756'30	1,280'19	523'89	69'27	275'97	285'09	9'12	3'30
3,384	5,252	1,868	55'20	10,644	12,873	2,229	20'94	5,073	9,684	4,611	90'89	1,050	1,539	489	46'57
\$ 570	\$ 883	313	54'91	\$ 1,968	\$ 2,392	424	21'54	\$ 693	\$ 1,345	652	94'08	\$ 283	\$ 372	89	31'48
COACHING VEHICLES.															
412	625	213	51'70	1,583	1,657	74	4'67	413	795	382	92'49	175	158	-17	-9'71
*59,20	*92,35	33,15	56'00	†1,31,57	†1,40,88	9,30	7'07	†44,34	†1,20,61	76,27	174'27	†13,10	†19,80	670	51'53
13,286	19,297	6,011	45'24	49,352	56,268	6,916	14'01	20,296	35,074	14,778	72'81	5,389	5,352	-37	-0'69
32,250	30,875	-1,375	-4'26	31,176	33,958	2,782	8'92	49,144	44,118	-5,026	-10'23	30,798	33,873	3,075	9'98
8,014	12,106	4,092	51'06	36,663	41,359	4,696	12'81	11,329	22,358	11,029	97'35	2,262	3,487	1,225	54'16
19	19	...	...	23	25	2	8'70	27	28	1	3'70	12	22	10	63'33
563'96	698'91	134'95	23'93	1,783'93	1,948'94	165'01	9'25	756'30	1,280'19	523'89	69'27	275'97	285'09	9'12	3'30
3,384	5,252	1,868	55'20	10,644	12,873	2,229	20'94	5,073	9,684	4,611	90'89	1,050	1,539	489	46'57
GOODS VEHICLES.															
2,211	2,990	779	35'23	7,270	7,102	-168	-2'31	2,652	5,869	3,217	121'30	665	860	195	29'47
*59,20	*92,35	33,15	56'00	†1,31,57	†1,40,88	9,30	7'07	†44,34	†1,20,61	76,27	174'27	†13,10	†19,80	670	51'15
23,277	27,301	4,024	17'29	105,911	146,773	40,862	38'58	21,666	49,254	27,588	127'33	5,772	9,112	3,340	57'87
10,528	9,131	-1,397	-13'27	14,568	20,666	6,098	41'86	8,170	8,392	222	2'72	8,679	10,595	1,916	22'08
53	85	32	60'38	445	605	161	36'18	88	165	77	87'61	14	24	10	71'43
24	28	4	16'67	61	85	24	37'07	33	28	-5	-15'15	22	28	6	27'27
563'96	698'91	134'95	23'93	1,783'93	1,948'94	165'01	9'25	756'30	1,280'19	523'89	69'27	275'97	285'09	9'12	3'30
\$570	\$883	313	54'91	\$1,968	\$2,392	424	21'54	\$ 693	\$1,345	652	94'08	\$283	\$372	89	31'48

kept separate in the accounts. It has not, therefore, been possible to show it separately in the accounts. It has not, therefore, been possible to show it separately, since taken over by that line.

a large part of the traffic was carried in foreign railway wagons. In the case of some of the home vehicles carried traffic on foreign lines with the quantity of which The vehicle mileage figures, represent all the work done by each railway's own vehicles.

Appendix 34.
Rolling-stock.

APPEN

Rolling-stock under different heads on each

(Referred to in paragraph 54

N. B.—A reference to Appendix 2 will furnish the key to the

GAUGE.		5' 6"														
Items.	CLASS: No.	1	2 (a)	3	4 (a)	5	6 (a) & (b)	7 (a) to (e)	8 (a) to (c)	8 (d) to (g)	9 (a) to (f)	10 (a) to (b)	11 (a) to (c)	12 (b) to (d)	13 (g) to (j)	
	Particulars.	E. I.	E. B.	B. C.	B. N.	P. T.	O. & R.	N. W.	G. I. P.	I. M.	B. B. & C. I.	N. G. S.	M.	E. B. S.	R. M.	
1	Engines	829	118	27	177	24	175	676	610	142	188	54	232	111	428	
Coaching Vehicles.																
2	Saloons, Royal and State	4	1	...	...	...	12	...	...	...	...	9	1	2	5
3	Saloons, ordinary	2	13	4	...	...	...	...	...	...	13	6	...	17	1
4	Reserved carriages	39	1	...	14	...	16	61	...	14	8	5	...	...	...
5	Inspection carriages	...	...	...	...	...	...	...	...	...	...	...	3	...	11
6	Family carriages	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	First class carriages { 4-wheeled Bogie	97	12	4	23	42	96	72	22	5	10	54	14	106	...	
8	Composite, first and second class. { 4-wheeled Bogie	64	44	8	49	51	91	66	34	12	8	65	55	44	...	
9	Composite, first and second and third class. { 4-wheeled Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	13
10	Other Composite carriages	10	11	...	4	...	10	6	5	...	...	8	...	...	...
11	Second class	87	12	4	28	30	98	138	22	37	8	79	17	91	6	
12	Second class with postal accommodation	...	...	...	...	...	...	...	...	...	...	...	4	44	49
13	Intermediate class { 4-wheeled Ambulance	73	24	3	25	36	120	...	...	...	...	...	...	...	...
14	Composite, intermediate, and third class	56	33	7	14	31	81	...	...	...	...	...	...	...	...
15	Intermediate and postal carriages	...	4	2	3	3	18	...	...	...	3	...	...	38	25
16	Intermediate third and postal carriages	...	...	1	1	...	...	...	...	...	...	...	...	2	13
17	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Third class carriages { 4-wheeled without brakes. Bogie	722	162	34	286	93	92	470	196	156	64	511	236	554	...	
19	Third class and postal vans	52	...	...	23	...	198	27	22	15	...	51	...	...	...
20	Third class carriages { 4-wheeled and Bogie with brakes. Ambulance	48	...	...	...	71	376	118	27	30	...	8	...	...	...
21	Brakevans	618	65	10	177	149	181	...	...	...	...	...	...	...	...
22	Brakevans with third class	...	13	12	32	155	464	538	72	119	49	241	72	307	...	
23	Brakevans fitted with postal compartment	...	...	...	...	...	101	...	33	...	...	...	...	...	...
24	Postal vans	22	3	...	...	...	10	7	...	...	...	9	3	...	...
25	Composite, postal and other carriages	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Prison vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Carriage trucks	...	...	...	...	...	...	6	...	...	...	...	...	...	...
28	Horse boxes	39	6	...	4	...	42	50	5	4	...	...	1	5	...
29	Luggage vans	75	17	1	16	41	138	93	15	18	10	27	5	38	...	
30	Produce Vendors' vans	41	23	4	31	46	61	90	25	26	6	56	10	82	...	
31	Milk vans	...	15	...	...	...	...	...	...	...	...	25	12	24	...
32	Fish vans	...	16	6	...	...	...	...	...	...	...	...	...	...	...
33	Store, ice and stationery vans	...	20	8	...	...	...	...	...	...	...	...	...	...	...
34	Miscellaneous	1	...	...	...	...	16	...	...	...	...	...	...	22	...
35	TOTAL COACHING VEHICLES	2,153	524	117	793	804	2,331	1,738	509	579	182	1,159	583	1,657	...	
Goods Vehicles.																
36	Covered goods wagons, { Ordinary bogie.	...	256	...	...	...	412	...	...	...	...	...	...	...	471
37	Covered goods wagons, { Military Ordinary 4-wheeled.	3,326	685	421	2,252	646	2,342	2,800	2,064	750	873	47	298	1,017	3,335	
38	High-sided wagons, bogie.	4,426	1,077	...	1,272	...	1,513	4,682	2,365	822	1,590	124	1,933	1,266	448	
39	High-sided wagons, 4-wheeled.	...	26	12	...	2	...	828	43	591	921	366	1,143	...	134	
40	Medium-sided wagons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Medium-sided wagons, 4-wheeled	...	...	...	849	...	...	...	...	...	...	...	...	...	...
42	Low-sided wagons, { Ordinary Bogie.	...	...	...	...	...	514	...	...	...	410	352	...	150	...
43	Low-sided wagons, 4-wheeled. { Military Ordinary	3,877	41	42	197	105	218	90	2,380	116	252	85	...	150	216	
44	Coal or coke wagons	3,138	179	8	169	...	298	1,766	665	...	...	...	230	101	902
45	Cattle wagons	861	...	...	30	...	...	...	...	...	...	...	130	...	...
46	Accident vans	7	5	...	...	...	...	24	...	...	...	...	45	...	...
47	Platform wagons	25	10	2	8	...	7	22	27	10	7	3	15	7	15	
48	Powder vans	39	...	...	...	8	...	...	...	...	...	...	...	...	...
49	Timber trucks	31	1	...	6	...	8	47	18	4	6	...	3	3	...	
50	Bolster trucks { Double Single	26	22	7	36	...	...	52	191	...	90	28	...	84	79
51	Ballast wagons	...	58	...	20	20	...	...	...	50	...	...	125	...	...
52	Travelling oil tanks	...	...	...	76	...	...	...	...	...	...	...	...	...	...
53	Travelling water tanks	29	22	...	16	...	...	41	21	...	480	...	...	...	...
54	Travelling gas holder	...	3	...	...	...	...	...	...	13	...	...	29	...	12
55	Travelling cranes	...	3	...	7	...	...	42	...	11	21	3	4	...	...
56	Miscellaneous	31	5	2	11	2	17	29	47	9	4	2	15	11	29	
57	TOTAL GOODS VEHICLES	15,823	2,395	494	4,950	800	4,416	11,354	7,879	2,363	4,846	938	4,276	2,792	7,102	
58	GRAND TOTAL ROLLING STOCK	18,805	3,037	638	5,920	824	5,395	14,361	10,227	3,014	5,613	1,174	5,667	3,486	9,187	
LOWER CLASS CARRIAGES FITTED WITH RE																
Intermediate class		61	14	4	31	...	11	140	...	...	11	...	4	26	...
Third class		72	15	5	38	...	35	129	102	28	18	...	51	29	...	
TOTAL		133	29	9	71	...	46	269	102	28	29	24	55	55	113	

NOTE.—Excludes other light railways as

railway at close of the Calendar year 1901.

of Report)

code letters used to express railway systems.

3' 38"														2' 6"				2' 0"	Item.
10 (c)	11 (d)	12	13	14 (a)	15	16	17 (a) & (b)	18	19	20	21	23 (a) to (d)	24	2 (b)	2 (c)	4 (b)	25	30	
H. G. V.	N.	B. D.	D. S.	A. B.	D.	B. & N. W.	R. & K.	J. B.	U. C.	B. G. J. P.	S. M.	S. I.	B.	E. B. S.	C. B.	R. D.	M. R. W.	D. H.	
35	4	10	22	53	3	175	31	40	3	37	219	208	206	10	3	4	8	14	1
...	1	...	3	...	...	...	8	8	1	1	...	1	...	...	...	2
7	13	...	3	...	2	...	3	1	...	...	...	3	...	3
...	7	10	...	27	...	...	...	...	...	4
...	5
7	2	3	...	4	...	10	6	6	...	15	41	19	34	...	...	...	...	...	6
8	...	6	8	...	...	26	4	...	...	1	...	...	...	...	...	...	...	...	7
2	28	8	15	3	...	53	43	31	...	...	2	...	...	8
...	6	...	...	...	2	12	...	11	5	2	...	4	...	9
...	2	...	...	8	2	...	...	...	...	2	...	24	8	...	...	...	...	...	10
6	...	2	...	67	...	...	...	2	...	3	8	9	5	5	2	...	2	...	11
...	33	7	5	1	13	41	44	48	...	...	...	3	33	12
...	24	3	...	1	5	...	...	...	...	...	...	2	...	13
...	46	10	...	...	10	...	...	...	...	...	...	...	...	14
...	15
...	16
45	4	34	35	...	8	416	49	50	12	126	264	517	286	...	...	...	...	...	17
3	6	10	19	...	12	53	...	35	17	6	14	...	...	18
...	19
3	16	2	3	1	5	37	10	10	...	...	...	2	...	20
...	15	...	3	...	257	76	110	...	...	...	29	...	21
...	2	...	...	...	...	...	...	...	22
40	4	15	20	12	...	128	6	26	3	41	45	52	147	8	...	...	...	...	23
...	150	28	5	2	2	3	7	...	24
...	21	...	...	...	...	...	...	...	...	...	...	...	25
...	26
...	27
7	5	...	...	...	6	14	5	1	...	...	...	...	...	28
...	30	5	9	1	5	30	30	36	...	...	...	2	...	29
...	1	6	...	...	...	22	81	31	...	...	...	...	...	30
...	31
...	32
...	33
...	12	5	2	1	...	...	...	...	34
128	12	71	80	182	10	795	158	145	26	263	1,006	983	837	42	16	22	54	76	35
...	85	63	495	55	56	...	...	...	36
...	75	10	...	37
300	...	233	...	267	4	3,078	536	249	25	153	2,941	1,550	1,735	20	38
...	39
...	40
...	41
...	42
...	43
...	44
...	45
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...	50
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...	52
...	53
...	54
...	55
...	56
558	16	316	899	1,246	8	5,869	860	575	35	1,005	4,714	3,300	3,809	198	67	75	117	212	57
721	32	307	1,001	1,481	21	6,839	1,049	760	64	1,305	5,939	4,491	4,852	250	86	101	179	302	58
TIRING ACCOMMODATION FOR FEMALES.																			
...	9	...	2	10	...	...	...	...	...	...	...	...	...
6	16	1	46	3	...	15	14	62	44	41	...	...	...	6	2	...
6	16	1	46	12	...	17	24	62	44	41	...	...	...	6	2	...

complete particulars are not furnished.

Appendix 35.
Automatic brakes.

APPENDIX 35.

Rolling-stock fitted with Automatic brakes at close of 1901.
(Referred to in paragraph 57 of Report.)

N.B.—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

Class: No.	Gauge.	Railway.	Particulars.	LOCOMOTIVES.			VEHICLES EXCLUDING CRANES.				Class: No.
				Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted	Proportion per cent. of fitted to total.	
1		East Indian .	At close of 1900	247	554	30'84	1,286	204	14,454	9'34	1
			Added during 1901	28	...	...	55	—4	...	...
			Total at close of 1901	275	539	33'78	1,341	200	15,993	8'78	
2 (a)		Eastern Bengal .	At close of 1900	61	53	53'51	368	60	2,425	15'00	2 (a)
			Added during 1901	13	...	...	32	15	...	...
			Total at close of 1901	74	44	62'71	400	75	2,439	16'30	
3		Bengal Central .	At close of 1900	5	22	18'52	...	1	608	0'16	3
			Added during 1901 . . . .	...	...	...	...	...	...	...
			Total at close of 1901	5	22	18'52	...	1	608	0'16	
4 (a)		Bengal-Nagpur .	At close of 1900	56	100	35'90	405	34	4,260	9'34	4 (a)
			Added during 1901	5	...	...	95	23	...	...
			Total at close of 1901	61	116	34'46	500	57	5,175	9'72	
6 (a) & (b)		Oudh and Rohilkhand.	At close of 1900	62	110	36'05	464	51	4,661	9'95	6 (a) & (b)
			Added during 1901	4	...	...	52	9	...	...
			Total at close of 1901	66	109	37'71	516	60	4,666	11'07	
7 (a) to (c)	5' 6"	North Western .	At close of 1900	480	180	73'73	2,099	215	11,304	16'99	7 (a) to (c)
			Added during 1901	33	...	...	44	—7	...	...
			Total at close of 1901	513	183	75'89	2,143	208	11,283	17'24	
8 (a) to (c)		Great Indian Peninsula.	At close of 1900	244	361	40'33	1,284	...	8,294	13'41	8 (a) to (c)
			Added during 1901	20	...	...	—16	...	...	...
			Total at close of 1901	264	346	43'28	1,268	...	8,302	13'25	
8 (d) to (f)		Indian Midland .	At close of 1900	78	64	54'93	135	24	2,597	5'77	8 (d) to (f)
			Added during 1901 . . . .	...	...	...	17	—2	...	...
			Total at close of 1901	78	64	54'93	152	22	2,689	6'08	
9 (a) to (f)		Bombay, Baroda and Central India	At close of 1900	125	61	67'20	449	89	4,724	10'22	9 (a) to (f)
			Added during 1901	6	...	...	18	—19	...	...
			Total at close of 1901	131	57	69'68	467	70	4,784	10'10	
10 (a) & (b)		The Nizam's Guaranteed State.	At close of 1900	54	...	30	...	1,076	2'71	10 (a) & (b)
			Added during 1901 . . . .	...	...	...	11	4	...	...
			Total at close of 1901 . . . .	...	54	...	41	4	1,073	4'03
11 (a) to (c)		Madras .	At close of 1900	60	108	35'71	568	14	3,341	14'83	11 (a) to (c)
			Added during 1901	30	...	...	118	35	...	...
			Total at close of 1901	90	142	38'79	686	49	4,685	13'56	
2 (b) to (d)		Eastern Bengal, including the Kania-Dharila, 2'6" gauge, branch.	At close of 1900	26	78	25'00	254	49	3,112	8'87	2 (b) to (d)
			Added during 1901	23	...	...	42	—4	...	...
			Total at close of 1901	49	62	44'14	296	45	3,023	10'14	
11 (d)		Nilgiri .	At close of 1900	4	...	100'00	28	100'00	11 (d)
			Added during 1901 . . . .	...	...	...	...	...	...	...
			Total at close of 1901	4	...	100'00	28	...	...	100'00
14 (a)		Assam Bengal .	At close of 1900	44	9	83'02	164	...	1,158	12'41	14 (a)
			Added during 1901 . . . .	...	...	...	7	...	...	...
			Total at close of 1901	44	9	83'02	171	...	1,243	12'09	
21	3' 3½"	Southern Mahratta	At close of 1900	21
			Added during 1901	03	...	...	*18	1	...	...
			Total at close of 1901	*3	216	1'37	*18	*1	5,681	0'33	
23		South Indian .	At close of 1900	25	183	12'02	132	27	4,116	3'72	23
			Added during 1901 . . . .	...	...	...	2	...	...	...
			Total at close of 1901	25	189	11'68	134	27	4,116	3'76	
24		Burma .	At close of 1900	52	119	30'41	214	22	4,195	5'33	24
			Added during 1901	43	...	...	70	12	...	...
			Total at close of 1901	95	111	46'11	284	34	4,301	6'88	

* Fitted with Westinghouse brake and pipe.

APPENDIX 36.

Appendix 36.
Lighting of stock.*Rolling-stock lighted by gas.*

(Referred to in paragraph 58 of Report.)

Note.—On railways not enumerated, the rolling-stock is lighted with oil lamps.

Class: No.	Gauge.	Railway.	Particulars.	Number fitted.	Number not fitted.	Proportion per cent. of fitted to total.	REMARKS.
1	5' 6"	East Indian . . .	At close of 1900	1,003	878	53'32	1 with electricity.
			Added during 1901	100	...	...
			At close of 1901	1,103	887	55'43	
2 (a)		Eastern Bengal . . .	At close of 1900	371	67	84'70	
			Added during 1901	13	...	...
			At close of 1901	384	46	89'30	
4 (a)		Bengal-Nágpur . . .	At close of 1900	138	411	25'14	
			Added during 1901	86	...	...
			At close of 1901	224	395	36'19	
6 (a) & (b)		Oudh and Rohilkhand	At close of 1900	484	270	64'19	
			Added during 1901	42	...	...
			At close of 1901	526	86	85'95	
7		North Western . . .	At close of 1900	456	1,564	21'51	
			Added during 1901	52	...	...
			At close of 1901	508	1,566	24'49	
8		Great Indian Peninsula	At close of 1900	1,011	600	62'76	
			Added during 1901	236	...	...
			At close of 1901	1,247	722	63'33	
9		Bombay, Baroda and Central India.	At close of 1900	508	26	95'13	
			Added during 1901	10	...	...
			At close of 1901	518	13	97'55	
10 (a) & (b)		The Nizam's Guaranteed State.	At close of 1900 . . . . .	...	...	...
			Added during 1901	113	...	...
			At close of 1901	113	2	98'26	
11		Madras	At close of 1900	586	218	72'89	
			Added during 1901	24	...	...
			At close of 1901	610	441	58'04	
(a) (b) to (d)	3' 3½"	Eastern Bengal . . .	At close of 1900	
			Added during 1901	273	...	...
			At close of 1901	273	140	66'10	
14		Assam Bengal . . .	At close of 1900	166	...	100'00	
			Added during 1901	18	...	...
			At close of 1901	148	15	90'79	
21		Southern Mahratta . .	At close of 1900	763	125	85'92	
			Added during 1901	79	...	...
			At close of 1901	842	124	87'16	
10 (c)		Hyderabad-Godávari Valley.	At close of 1900 . . . . .	...	...	...
			Added during 1901	81	...	...
			At close of 1901	81	...	100'00	
Total for railways enumerated above, at close of 1901 . .				6,577	4,437	59'71	

APPENDIX 37.

Appendix 37.

Interlocking and train signalling.

Railways on which points and signals are interlocked and on which block instruments are used for train signalling.

(Referred to in paragraph 60 of Report.

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS: No.		Railway.	Particulars.	Total number of stations on railway.	STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED.		STATIONS AT WHICH BLOCK INSTRUMENTS ARE USED FOR TRAIN SIGNALLING.	
Main.	Sub.				No.	Name of system of interlocking.	No.	Name of block instrument.
1	...	E. I.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*331 9 340	*58 17 75	44 "English" system. 24 Saxby and Farmer's. 7 Experimental.	{ 2 13 15 }	13 Pryce and Ferreiar's. 2 Tyer's tablet apparatus.
2	...	E. B. S.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*191 6 197	14 17 31	17 List and Morse's. 8 Mackenzie and Holland's 6 Experimental.	{ ... ... ...	...
4	...	B. N.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*140 12 152	*43 37 80	79 List and Morse's. 1 Experimental.	{ 8 3 11 }	4 Webb and Thomson's "Electric Staff," 2 Tyer's tablet. 2 Winter's Tablet. 3 Dutton's Tablet. 2 Webb's Staff.
6	...	O. and R.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*154 ... 154	*62 ... 62	56 List and Morse's. 6 Experimental.	{ ... ... ...	...
7	...	N. W.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*461 21 482	*165 38 203	162 List and Morse's. 21 Tappet. 17 Key Locking. 3 Experimental.	{ ... ... ...	...
8	(a) to (c)	G. I. P.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	231 ... 231	24 2 26	24 Saxby and Farmer's. 2 Country made.	{ 243 ... 243 }	Preece's single wire semaphore.
8	(d) to (g)	I. M.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*142 2 144	13 ... 13	11 Wrench's. 2 Experimental.	{ ... ... ...	...
9	(a) to (e) & (h) & (i)	B. B. and C. I.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*146 4 150	21 1 22	9 Mackenzie and Holland's 9 Country made. 4 Experimental.	{ 76 1 77 }	75 Preece's block. 2 Sykes's.
9	(f) to (j)	R. M.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	256 -6 250	10 -2 8	5 Country made. 1 Mackenzie and Holland's 2 Dutton's.	{ ... ... ...	...
10	...	N. G. S.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*99 ... 99	37 ... 37	36 List and Morse's. 1 Experimental.	{ ... ... ...	...
11	...	M.	At close of 1901 . . . Added during 1901 . . . At close of 1901 . . .	*159 106 265	47 1 48	37 List and Morse's. 11 Experimental.	{ 130 10 140 }	109 Winter's Block with starting semaphores. 25 Winter's Block without semaphores. 6 Experimental.
20	...	B. G. J. P.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	64 ... 64	... 1 1	1 experimental ...	{ ... ... ...	...
21	...	S. M.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	*211 ... 211	... ... ...	.....	{ *211 106 121 }	106 Morse's. 101 Winter's. 4 Theobald's train key. 4 Webb and Thomson's "Electric Staff."
23	...	S. I.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	178 4 182	6 1 7	6 Dutton's. 1 Saxby and Farmer's.	{ 21 ... 21 }	Winter's Ticket issuing.
24	...	B.	At close of 1900 . . . Added during 1901 . . . At close of 1901 . . .	175 11 186	2 ... 2	1 Saxby and Farmer's. 1 Dutton's.	{ ... ... ...	...

* Revised figures.

† At Khargpur station 3 different kinds of instruments are used.

At five stations 2 kinds of instruments are in use and therefore included twice under each head.

Accidents and casualties on railways treated as one System during the Calendar years 1900 and 1901.

(Referred to in paragraph 61 of Report.)

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
1. Collisions between passenger trains or parts of passenger trains	3	6	4	2	7	8	...	...	8	5	...	...	2	...	...	...	10	5
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	18	31	30	22	48	53	...	1	9	29	5	2	8	22	5	3	17	51
3. Collisions between goods trains or parts of goods trains	11	14	75	66	86	80	...	...	...	1	2	...	12	6	2	...	12	7
4. Collisions between light engines	3	1	19	18	22	19	...	...	...	...	2	...	3	5	2	...	3	5
5. Passenger trains or parts of passenger trains leaving the rails	37	67	47	47	84	114	...	...	2	...	2	...	6	...	2	...	8	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	10	4	205	202	215	206	...	...	2	...	2	1	5	6	2	1	7	6
7. Trains or engines travelling in the wrong direction through points	17	10	124	124	141	134	...	...	7	...	...	1	3	9	...	1	10	9
8. Trains running into stations or sidings at too high a speed	5	1	9	34	14	35	...	...	...	2	...	...	2	...	...	...	2	2
9. Trains running over cattle on the line	14	9	2,493	2,437	2,507	2,445	†	†	...	2	...	1	...	...	1	2	...	2
10. Trains running over obstructions on the line	16	11	155	162	171	173	3	†3	††5	†7	...	...	3	2	3	3	8	9
11. Trains running through gates at level-crossings	2	...	46	49	48	49	...	...	...	...	...	...	2	...	...	...	2	...
12. The bursting of boilers of engines . . . . .	...	...	7	1	7	1	...	...	...	...	...	...	...	...	...	...	...	...
12. (a) The bursting of tubes, etc., of engines . . . . .	...	...	237	263	237	263	...	...	...	...	...	1	3	1	...	1	3	1
13. The failure of machinery, springs, etc., of engines	6	5	719	701	725	706	...	...	...	...	...	1	...	...	...	1	...	...
14. The failure of tyres . . . . .	...	...	22	23	22	23	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . . . .	...	...	5	4	5	4	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	4	17	71	57	75	74	...	...	1	...	...	...	...	1	...	...	1	1
17. Ditto of brake apparatus	1	1	6	7	7	8	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	6	3	453	352	459	355	1	...	††6	§4	...	1	3	9	1	1	9	13
19. Ditto of tunnels, bridges, viaducts, culverts, etc. . . . .	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	3	152	172	153	175	...	...	...	...	...	...	...	1	...	...	...	1
21. The flooding of portions of permanent-way	40	29	164	65	201	94	11	...	49	...	...	...	...	...	11	...	49	...
22. Slips in cuttings or embankments	5	7	107	33	112	40	...	...	...	...	...	...	2	...	...	...	2	...
23. Fire in trains	2	4	239	215	241	219	...	1	...	6	...	3	1	16	...	4	1	22
24. Fire at stations, or involving injury to bridges or viaducts	3	3	76	62	79	65	...	§5	...	...	...	...	...	...	...	5	...	...
25. Other accidents	29	23	860	633	889	656	2	§5	6	§5	8	3	29	5	10	8	35	10
TOTAL	233	249	6,325	5,753	6,558	6,002	§18	||16	†195	†61	27	14	84	83	39	30	179	144

* Not passengers

† Of these, two were not passengers.

‡ Of these, five were not passengers.

§ Of these, one was not a passenger.

† Of these, thirteen were not passengers.

‡ Of these, fourteen were not passengers.

§ Of these, eight were not passengers.

†† Of these, four were not passengers.

Appendix 39.
Railway Servants and Provident Fund.

Numerical Return of Servants of all races employed on each railway (open lines only) and
(Referred to in paragraphs)

Class : No.		RAILWAY.	NUMBER OF SERVANTS EMPLOYED.							
			European.		Eurasian.		Natives.		Total.	
			1900.	1901.	1900.	1901.	1900.	1901.	1900.	1901.
Main.	Sub.									
1	...	East Indian	1,399	1,468	872	954	68,440	66,960	70,711	69,382
2	...	Eastern Bengal State	273	283	338	361	18,089§	19,634	18,700§	20,278
3	...	Bengal Central	12	10	14	15	1,482	1,551	1,508	1,576
4	...	Bengal-Nágpur	240	292	468	649	14,902	16,072	15,610	17,013
5	...	Calcutta Port Commissioners?	1	2	15	15	618	702	634	719
6	...	Oudh and Rohilkhand State	203	226	216	237	15,452	17,794	15,871	18,257
7	...	North Western State	754	769	606	633	48,332	51,584	49,622	52,986
8	(a) to (h)	Great Indian Peninsula	851§	862	792§	886	47,516§	47,756	47,152§	49,504
9	(a) to (e) and (k) and (l)	Bombay, Baroda and Central India	5	202	5	230	5	12,119	5	12,544
9	(e) to (j)	Rajputana-Malwa	409	445	527	537	22,563	24,039	23,499	25,021
10	...	Nizam's Guaranteed State	86	73	350	354	7,748	8,366	8,184	8,793
11	...	Madras	173	215	1,071	1,381	13,801	19,230	15,045	21,526
12	...	Bengal Dooars	5	4	3	4	619	752	627	760
13	...	Dibru-Sadiya	9	10	...	...	975	925	984	935
14	...	Assam-Bengal	46	56	90	108	3,416	4,941	3,552	5,105
15	...	Deoghur . . . . .	...	...	18	1	50§	51§	51	52
16	...	Bengal and North-Western	136	133	176	174	13,448	14,284	13,760	14,591
17	...	Rohilkund and Kumaon	25	26	15	18	3,197	3,481	3,237	3,525
18	...	Jodhpur-Bikaner	7	11	3	3	2,323	2,918	2,333	2,952
19	...	Udaipur-Chitor	2	2	...	...	378	387	380	389
20	...	Bhánagar-Gondal-Junágad-Porbandar	18	19	34	25	2,538	2,830	2,590	2,874
21	...	Southern Mahratta	193	178	388	395	13,482	13,179	14,063	13,752
23	...	South Indian	96	96	604	604	11,626	11,834	12,326	12,534
24	...	Burma	48§	60	549§	580	11,338§	11,404	11,935§	12,044
25	...	Morvi	2	1	1	1	592	579	595	581
26	...	Bársi	1	1	2	2	182	186	185	189
27	...	Táakeshwar-Magra	1	...	...	1	202	199	203	200
28	...	Ránaghat-Krishnagar	1	1	1	1	136	115	138	117
29	...	Tezpur-Bálipárá	2	2	1	2	180	178	183	182
30	...	Darjeeling-Himalayan	21	20	10	10	815	802	846	832
31	...	Howrah-Amta	3	3	1	1	432	386	436	390
32	...	Howrah-Sheakhala	1	1	...	...	203	190	204	191
33	...	Jorhát	2	2	...	...	189§	183	191§	185§
TOTAL			5,229	5,489	7,364	8,182	337,383	356,766	349,976	370,437

* The number under "Voluntary" represents subscribers over 5 per cent.

† Appro

‡ Information

§ Revised

|| Excludes bonuses for the

the amounts deposited by them in the Provident Fund at the close of the Calendar year 1901.

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AMOUNTS DEPOSITED IN PROVIDENT FUND.						RAILWAY.	Class : No.	
Number of depositors.		Amount at their credit on 31st December 1901 in rupees.					Main.	Sub.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by railway.	Total to depositors' credit.			
† 6,076	† 8,642	‡	‡	‡	† 1,10,41,148	East Indian	1	...
110	4,066	18,567	8,81,591	7,78,408	16,78,666	Eastern Bengal State	2	...
...	320	...	55,471	17,904	73,375	Bengal Central	3	...
132	2,502	21,285	4,95,047	3,15,047	8,31,379	Bengal-Nágpur	4	...
...	...	...	...	...	...	Calcutta Port Commissioners'	5	...
86	2,000	24,234	5,55,907	4,43,051	10,23,192	Oudh and Rohilkhand State	6	...
294	6,367	73,384	23,25,561	20,51,595	44,50,940	North Western State	7	...
66	6,504	19,551	64,16,345	...	64,35,896	Great Indian Peninsula	8	(a) to (k)
...	2,467	...	14,93,468	10,98,740	25,92,208	Bombay, Baroda and Central India	9	(a) to (e) and (k) and (l).
236	3,448	53,162	12,20,813	11,12,910	23,87,092	Rajputana-Malwa	9	(e) to (j)
...	1,106	...	3,03,536	2,38,700	5,42,236	Nizam's Guaranteed State	10	...
64	4,844	83,225	10,29,296	7,75,192	18,87,713	Madras	11	...
...	87	...	7,898	5,027	12,915	Bengal Dooars	12	...
...	...	...	...	...	...	Dibru-Sadiya	13	...
...	791	...	66,185	40,438	1,06,623	Assam-Bengal	14	...
...	...	...	...	...	...	Deoghur	15	...
3	1,846	1,001	4,73,379	4,29,714	9,04,094	Bengal and North-Western	16	...
2	394	176	1,05,368	88,268	1,93,812	Rohilkund and Kumaon	17	...
27	299	3,852	32,311	27,876	64,039	Jodhpur-Bikaner	18	...
...	37	...	2,741	1,466	4,207	Udaipur-Chitor	19	...
145	470	37,584	1,73,301	1,22,917	3,33,802	Bhāvnagar-Gondal-Junāgad-Porbandar	20	...
...	3,086	...	7,70,823	3,45,311	11,16,134	Southern Mahratta	21	...
10	7,113	2,981	6,55,852	3,92,284	10,58,117	South Indian	23	...
...	2,158	...	5,04,188	3,86,015	8,90,203	Burma	24	...
...	...	...	...	...	...	Morvi	25	...
...	...	...	...	...	...	Bārsi	26	...
...	...	...	...	...	...	Tārakeshwar-Māgra	27	...
...	23	...	425	161	586	Rānaghat Krishnagar	28	...
...	...	...	...	...	...	Tezpur-Bālipāra	29	...
...	142	...	1,01,063	57,545	1,58,608	Darjeeling-Himalayan	30	...
...	105	...	2,574	960	3,534	Howrah-Amta	31	...
...	23	...	1,003	220	1,223	Howrah-Sheakhala	32	...
4	22	587	6,014	3,195	9,796	Jorhat	33	...
7,255	53,872	3,39,896	1,76,80,550	87,39,944	3,78,01,538	TOTAL		

and that under "Compulsory" subscribers of 5 per cent. only.
 ximate.
 not furnished.
 figures.
 second-half of the year.

Appendix 40.
Volunteers.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1901.
(Referred to in paragraph 65 of Report.)

Classification Number.		Corps.	ENROLLED STRENGTH.					Total number of European and Eurasian employes on railway.	Sergeant Instructors furnished by the Army.	REMARKS.
			EFFICIENTS.			Non-efficients	Total number of volunteers in corps.			
			Officers	Non-Commissioned officers.	Volunteers.					
Main.	Sub.									
1	...	East Indian	67	175	1,755	23	2,020	2,422	17	
2	...	Eastern Bengal State	9	73	521	9	612	644	4	
4	...	Bengal-Nágpur	31	133	815	...	*979	941	8	* Includes 38 employees other than European and Eurasian.
6	...	Oudh and Rohilkhard State— Oudh Volunteer Rifles	12	48	377	21	† 458	463	8	† Includes 1 Parsee.
7	...	North Western State— Third Punjab (North Western State railway) Volunteer Rifles	51	119	995	13	1,182	1,402	12	
8	(a) to (c)	Great Indian Peninsula	26	144	758	9	937	1,748	10	
8	(d) to (h)	Indian Midland— Midland Railway Volunteer Rifles	18	46	379	53	† 496			
9	(a) to (e) and (k) and (l).	Bombay, Baroda and Central India— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	22	96	497	51	\$665	448	5	\$ Includes 218 Goanese and 25 Jews.
9	(f) to (j)	Rajputana-Malwa— Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	35	101	694	...	830	982	10	
10	...	Nizam's Guaranteed State— Hyderabad Volunteer Rifles	7	28	149	55	239	417	2	
11	...	Madras|| . . . . .	33	138	739	33	913	1,596	9	| Excludes the staff of the late East Coast State railway as the information is not available.
14	(a)	Assam-Bengal	10	16	119	...	145	164	1	
16	...	Bengal and North-Western— Gorakhpur Volunteer Rifles	23	42	251	...	† 319	307	6	† Includes 12 employees on construction works not included with European and Eurasian employees.
17	...	Rohilkund and Kumaon— Rohilkund Volunteer Rifles	1	2	15	...	18	41	...	
19	...	Udaipur-Chitor— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company . . . . .	...	1	...	...	1.	2	...	
20	...	Bhánagar-Gondal-Junágad-Porbandar— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company . . . . .	...	11	17	5	33	44	1	
21	...	Southern Mahratta	22	90	533	...	12*645	573	7	* Includes 160 Goanese.
23	...	South Indian	8	61	486	19	574	700	8	
24	...	Burma	14	20	529	7	†† 570	640	9	†† Includes 56 Burmese and Karens.
25	...	Morvi— First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company . . . . .	...	...	...	2	2	2	...	
30	...	Darjeeling-Himalayan— Northern Bengal Mounted Rifles, "A" and "B" Troops. . . . .	...	1	6	...	7	30	...	

N.B.—European and Eurasian employes on railways which have no volunteer corps are excluded from this statement.

APPENDIX 41.

Appendix 41.
Police.

Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1901.

(Referred to in paragraph 66 of Report.)

Class: No.		Railway.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY.				Cost of force to the railway per mile open.	Compensation payments due to thefts or losses.	REMARKS.
Main.	Sub.				Super-vision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	East Indian	57	1,832	50,148	1,20,825	30,526	2,01,501	95'90	92,113	
2	...	Eastern Bengal State	60	687	1,560	40,496*	133	42,189	42'16	6,138	* Includes supervision charges on the Cooch Behar railway, as the cost cannot be separated between "Supervision" and "Constables and men."
3	...	Bengal Central	3	24	3,636	5,233	433	9,302	74'41	...	
4	...	Bengal-Nagpur	7	431	12,953	32,236	3,060	48,259	29'99	288	
6	...	Oudh and Rohilkhand State . .	3	494	2,992	32,373	2,106	37,471	33'05	13,136	
7	...	North Western State . . . .	...	1,598	...	1,45,888	1,153	1,47,041	30'34	1,567	
8	...	Great Indian Peninsula . . .	22	769	53,755	1,23,582	16,953	1,94,290	69'38	55,595	
9	(a) to (c) & (k) & (l).	Bombay, Baroda and Central India.	65	491	20,873	53,211	7,697	81,781	102'32	43,716	
9	(f) to (j).	Rajputana-Malwa	137	694	35,365	85,996	12,582	1,33,943	68'73	76,010	
10	...	Nizam's Guaranteed State. .	3	347	8,137	20,476	1,155	29,768	40'06	...	
11	...	Madras	11	315	14,134	45,590	7,488	67,212	48'21	7,002	
12	...	Bengal-Dooars . . . . .	...	8	...	1,009	31	1,040	26'57	...	
14	...	Assam-Bengal	2	166	2,593	12,514	1,166	16,273	28'05	565	
16	...	Bengal and North-Western . .	5	478	6,243	37,492	6,702	50,437	31'56	8,372	
17	(a) & (b).	Rohilkund and Kumaon . . .	11	130	2,079	10,034	1,443	13,556	47'55	736	
18	...	Jodhpur-Bikaner.	1	39	1,288	2,971	330	4,598	6'25	...	
20	...	Bhavnagar-Gondal-Junagad-Portbandar.	25	195	16,827	12,456	6,390	35,653	78'33	2,192	
21	...	Southern Mahratta	13	653	21,062	79,542	8,064	1,08,468	68'00	3,567	
23	(a) & (b)	South Indian . . . . .	...	207	...	...	...	150,598	45'58	1,030	† Including cost of Government supervision, Rs. 37,572.
24	...	Burma.	84	389	11,804	68,516	10,715	91,035	77'30	4,533	
25	...	Morvi	3	12	772	1,232	596	2,600	27'55	187	
26	...	Barsi	1	4	...	741	21	762	35'29	4	

Appendix 42.
Fine Funds.

APPENDIX 42.

Transactions of the Fine Funds for the calendar year 1901.

(Referred to in paragraph 68 of Report.)

CLASS: No.		Railway.	ASSETS.				DISBURSEMENTS.						Balance in hand on 31st December 1901.
Main.	Sub.		Balance on 31st December 1900.	Fines and bonus forfeited during 1901.	Interest on balance.	Total.	Hospitals for sick employees.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	East Indian . .	51,136	14,468	1,788	67,392	400	369	3,098	70	1,002	4,939	62,453
2	...	Eastern Bengal . .	2,226	9,537	107	11,870	...	50	2,267	2,495	2,451	7,263	4,607
3	...	Bengal Central . .	4,464	453	144	5,061	...	216	...	...	303	519	4,542
4	(a) & (b)	Bengal-Nágpur . .	8,999	10,952	92	20,043	...	...	237	5,180	3,566	8,983	11,060
6	...	Oudh and Rohilkhand.	40,946	6,315	1,247	48,508	...	...	3,349	7,034	8,315	18,698	29,810
7	...	North Western . .	3,219	15,791	85	19,095	100	277	10,837	2,097	14,526	17,837	1,238
8	...	Great Indian Peninsula	10,248	13,743	415	24,406	...	4,360	1,908	1,456	1,160	8,884	15,522
9	(a) to (e) & (l) & (i).	Bombay, Baroda and Central India . .	1,503	8,219	402	10,124	368	1,357	835	150	1,652	4,362	5,762
10	...	Nizam's Guaranteed State . . .	3,046	1,374	125	4,545	390	110	945	...	179	1,624	2,921
11	...	Madras . . .	93,588	7,748	2,952	1,04,288	35	400	100	108	2,708	3,351	1,00,937
12	...	Bengal Doonars . .	688	421	20	1,129	...	...	...	25	...	25	1,104
14	...	Assam-Bengal . .	5,387	2,757	...	8,144	...	50	800	183	614	1,647	6,497
16	...	Bengal and North Western.	21,105	16,400	662	38,167	...	500	...	1,441	974	2,915	35,252
17	(a) & (b)	Rohilkund and Kumaon	320	1,044	170	1,534	...	...	...	...	...	...	1,534
9	(f) to (j).	Rajputana-Malwa . .	53,849	11,660	1,685	67,194	100	450	2,814	220	6,106	9,690	57,504
18	...	Jodhpur-Bikaner . .	...	405	...	405	...	...	...	...	...	...	405
19	...	Udaipur-Chitter . .	256	96	...	352	...	...	...	...	...	...	352
20	...	Bhāvnagar-Gondal-Junāgadh-Porbandar .	4,473	1,182	137	5,792	...	...	235	180	1	416	5,376
21	...	Southern Mahratta . .	377	6,239	...	6,616	...	100	1,080	1,540	3,690	6,410	206
23	...	South Indian . .	1,73,330	10,629	...	1,83,959	...	110	...	*18,902	1,380	20,392	1,63,567
24	...	Burma . . .	11,107	12,021	...	23,128	...	...	2,546	14,072	3,412	20,030	3,098
25	...	Morvi . . .	955	124	...	1,079	...	140	...	...	...	140	939
27	...	Tārakeshwar-Magra . .	46	56	...	102	92	...	...	...	...	92	10
30	...	Darjeeling-Himalayan	116	141	...	257	...	...	...	100	2	102	155
33	...	Jorhāt . . .	62	71	1	134	...	...	...	...	...	...	134

* Approximate figures.

APPENDIX 43.

Appendix 43.
Schools.*Railway and Railway aided Schools at the close of the Calendar year 1901.*

(Referred to in paragraph 69 of Report.)

N.B.—A reference to appendix 2 will furnish the key to the code letters used to express railway systems.

CLASS: NO.		RAILWAY.	RAILWAY SCHOOLS.										LOCAL AND DISTRICT SCHOOLS.				
Main.	Sub.		Number of Schools.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.	Number of Schools.	AVERAGE DAILY ATTENDANCE.		Annual Railway grant.	
				Children.		Apprentices and workmen.		By Govern-ment.	By Railway.	By School fees.	Total.			Children	Appren- tices and workmen.		
				Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.										
								Rs.	Rs.	Rs.	Rs.	Rs.					
1	...	E. I	{ European .	20	1,081	914	54	41	13,783	44,754	77,535	1,36,072	1,50,619	...	...	...	...
			{ Native .	33	1,622	1,281	1,554	960	3,945	19,095	20,154	33,194	31,781	...	...	...	...
2	...	E. B. S.	{ European .	...	...	...	...	...	...	...	...	...	...	3	84	6	3,028
			{ Native .	4	47	40	232	97	...	1,036	...	1,036	1,036	10	464	8	1,294
4	...	B. N.	{ European .	5	126	108	...	...	985	3,250	2,082	6,317	6,324	2	68	...	600
			{ Native .	3	179	141	...	...	266	919	976	2,161	1,940	...	...	...	...
6	...	O. and R.	{ European .	2	27	23	...	...	345	1,193	649	2,187	1,538	16	69	...	4,495
			{ Native .	2	...	...	120	42	...	309	...	309	309	...	...	...	...
7	...	N. W.	{ European .	2	47	33	23	15	1,663	1,740	718	4,121	4,135	17	246	...	14,690
			{ Native .	22	104	85	1,208	374	...	5,832	197	6,029	5,120	1	74	...	1,587
8	(a) to (e).	G. I. P.	{ European .	6	261	210	...	...	3,005	11,074	2,537	16,616	16,616	11	§	§	5,395
			{ Native .	...	...	...	...	...	...	...	...	...	...	1	§	§	240
8	(f) to (j).	I. M.	{ European .	2	54	21	...	...	...	2,273	509	2,782	2,782	...	...	...	...
			{ Native .	...	...	...	...	...	...	...	...	...	...	3	§	§	755
9	(a) to (e) and (k).	B., B. & C. I. European.		4	92	71	23	17	1,980	4,987	1,714	8,681	8,016	19	53	...	3,967
9	(f) to (j).	R. M.	{ European .	11	457	256	135	119	2,374	17,797	16,970	37,141	36,923	1	39	...	180
			{ Native .	...	...	...	...	...	...	...	...	...	...	5	299	...	2,103
11	...	M. European		8	333	295	...	...	3,321	12,446	3,212	18,979	19,922	3	§	...	490
13	...	D. S., Native .		1	151	78	...	...	...	300	940	1,240	1,760	...	...	...	...
16	...	B. & N.W., Euro- pean.		2	41	28	...	...	821	1,680	518	3,019	3,058	2	32	29	324
20	...	B. G. J. P.	{ European .	1	6	5	...	...	86	996	159	1,241	1,091	...	...	...	...
			{ Native .	1	40	36	...	...	...	365	87	452	502	...	...	...	...
21	...	S. M.	{ European .	15	245	181	177	69	786	5,812	1,688	8,286	8,150	...	...	...	...
			{ Native .	1	14	11	...	...	...	180	31	211	196	...	...	...	...
23	...	S. I.	{ European .	4	138	119	...	...	317	3,975	675	4,967	4,210	...	...	...	...
			{ Native .	1	33	39	...	...	27	247	141	415	303	...	...	...	...
24	...	B.	{ European .	3	61	56	9	8	1,018	755	1,285	3,058	2,755	32	133	...	2,093
			{ Native .	2	125	117	30	27	879	1,267	890	3,036	2,968	...	...	...	...
10	...	N. G. S.	{ European .	2	55	41	...	...	...	1,387	268	1,655	1,332	...	...	...	...
			{ Native .	1	38	28	16	8	...	778	36	814	786	6	298	...	840

* Including the joint railway schools at Aligarh, Moghal Sarai, Ghaziabad, Delhi and Umballa.

† Including Rs. 336 and Rs. 86 received from the North Western State railway for the joint railway schools at Ghaziabad and Umballa. Rs. 300 and Rs. 210 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai and Rs. 90 received from the Rajputana-Malwa railway for the joint railway school at Delhi.

‡ Includes Rs. 62 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

§ Information not furnished.

|| Approximate.

Appendix 44.

Earnings under different heads.

APPEN

Gross earnings under different heads of each

Serial No.	GAUGE.		5' 6"					
	CLASS : NO.		1		2		3	
	Railway.		East Indian.		Eastern Begal State.		Bengal Central.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class	Number	30,977	33,326	19,116	19,636	864	998
2		Earnings Rs.	3,09,663	3,30,374	80,543	78,946	2,878	3,366
3	2nd class	Number	93,201	104,286	58,170	58,905	9,250	10,270
4		Earnings Rs.	4,11,451	4,65,505	1,11,923	1,11,207	10,660	12,033
5	3rd or intermediate class .	Number	768,909	770,865	486,169	486,302	29,926	31,495
6		Earnings Rs.	7,37,175	7,99,890	2,35,955	2,51,353	19,246	22,888
7	4th or lowest class . . .	Number	10,299,788	10,327,671	5,572,207	5,324,253	8,23,117	7,87,373
8		Earnings Rs.	78,97,636	85,83,806	22,58,110	21,01,158	3,15,210	3,08,697
9	Season tickets of all classes	Number	6,81,975	7,64,182	4,77,975	5,15,824	96,380	95,800
10		Earnings Rs.	76,766	78,261	64,560	64,248	9,020	8,492
11	Total passengers	Number	11,874,820	12,000,330	6,613,589	6,404,580	9,49,537	9,25,936
12		Earnings Rs.	94,32,691	1,02,57,866	27,51,091	26,05,912	3,57,014	3,55,476
13	Parcels	Earnings Rs.	5,38,724	5,59,690	2,12,688	1,76,576	11,600	14,375
14	Luggage	Earnings Rs.	3,23,181	3,83,312	72,438	98,439	13,574	11,819
15	Other coaching traffic . .	Earnings Rs.	5,23,749	8,05,860	57,990	57,373	3,972	3,132
16	Total coaching traffic . .	Earnings Rs.	1,08,18,345	1,20,06,698	30,94,207	29,39,300	3,86,160	3,84,802
GOODS.								
17	General merchandise	Tons	2,056,056	1,600,234	621,336	866,743	31,169	93,795
18		Earnings Rs.	1,58,37,937	1,27,63,552	32,62,977	57,28,929	97,551	3,18,640
19	Military stores	Average rate per ton per mile, pies	5'83	5'88	9'02	10'70	8'66	7'97
20		Tons	2,562	3,925	201	117	680	835
21	Coal for the public and for foreign railways	Earnings Rs.	97,061	2,15,764	928	507	1,170	1,296
22		Average rate per ton per mile, pies	16'13	19'11	26'40	25'44	139'32	124'99
23	Revenue stores including coal and materials for construction	Tons	2,620,845	2,672,906	154,492	137,730	15,222	13,607
24		Earnings Rs.	87,30,516	92,94,785	1,58,625	1,20,501	16,463	14,411
25	Total goods	Average rate per ton per mile, pies	3'52	3'37	4'62	4'65	4'25	3'26
26		Tons	698,576	757,617	267,971	190,052	11,448	11,349
27	Sundries	Earnings Rs.	9,04,524	10,23,522	2,41,427	29,855	1,1308	4,682
28		Average rate per ton per mile, pies	1'93	1'79	2'63	2'46	...	2'45
29	Total goods	Tons*	5,378,039	5,034,682	1,044,000	1,194,642	58,319	119,586
30		Earnings† Rs.	2,56,88,426	2,34,34,821	36,99,590	61,24,458	111,708	3,40,026
31	Sundries	Average rate per ton per mile, pies	4'51	4'25	7'59	9'43	6'38	7'34
		Earnings Rs.	47,044	41,057	16,779	16,141	992	827
32	Electric telegraph	Earnings Rs.	47,044	41,057	16,779	16,141	992	827
33	Steam boat	Earnings Rs.	92,348	1,11,604	2,75,992	3,44,209	...	...
34	Sundries	Earnings Rs.	4,24,508	3,82,903	3,01,674	2,77,290	1,48,478	32,255
SUNDRIES.								
TOTAL.								
35	Grand total Earnings	Rs.	3,70,70,671	3,59,77,083	73,90,242	97,01,398	6,47,338	7,57,910
36	Total working Expenses.	Rs.	1,27,87,867	1,29,73,342	40,37,068	44,71,022	3,61,709	4,00,600
37	Net Earnings	Rs.	2,42,82,804	2,30,03,741	33,53,174	52,30,306	2,85,629	3,57,310

* Including revenue stores but excluding live stock.

† Including all other items not detailed above.

railway (by systems) during each half-year of 1901.

5' 6"													Serial No.
4		5		6		7		9					
Bengal-Nagpur. (a) & (b).		Calcutta Port Com- missioners'.§		Oudh and Rohilkhand State.		North Western State (a) to (f).		Great Indian Peninsula system.					
								G. I. P. (a) to (c).		Indran Midland (d) to (h).			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5,312	6,152	...	...	14,035	14,870	27,212	26,040	33,635	36,053	...	5,840	1
58,882	62,163	...	...	73,495	81,156	1,95,561	1,88,519	2,39,145	2,82,951	63,074	63,141	2
19,309	19,407	...	...	40,161	56,064	89,090	97,516	198,270	190,505	21,290	22,175	3
79,657	95,019	..	...	1,14,194	1,28,470	2,56,417	2,64,666	4,29,170	4,41,477	94,718	96,273	4
89,445	75,645	...	...	238,944	268,796	657,557	662,065	296,871	256,478	166,885	145,442	5
96,968	89,528	...	...	1,72,335	1,89,282	5,69,417	5,94,719	4,47,174	4,30,948	2,00,602	2,04,077	6
3,007,235	2,794,446	...	...	3,939,807	4,182,789	8,775,021	9,854,202	7,142,399	6,677,243	1,085,960	1,074,071	7
24,64,846	24,43,402	...	...	21,21,486	22,68,166	52,13,857	57,20,800	29,73,447	27,13,745	9,39,983	8,42,094	8
35,140	55,060	...	...	...	...	...	...	2,686,300	2,591,680	600	...	9
2,779	4,724	...	...	...	...	...	...	96,951	87,143	250	...	10
3,156,441	2,950,710	...	...	4,241,947	4,522,519	9,548,880	10,640,123	10,357,475	9,751,959	1,281,085	1,247,528	11
27,03,132	26,94,836	...	...	24,82,310	26,67,074	62,35,252	67,68,704	41,85,887	39,56,264	12,98,647	12,05,585	12
1,05,836	95,878	...	...	1,00,248	1,10,022	3,00,284	5,62,295	5,39,674	5,25,523	96,130	84,857	13
71,000	82,154	...	...	74,826	80,833	2,17,694	2,01,980	2,28,734	1,98,398	66,157	57,789	14
56,791	71,239	...	...	93,571	1,25,766	2,48,913	3,09,129	2,10,819	2,46,026	90,914	79,627	15
29,36,859	29,44,107	...	...	27,50,955	29,83,695	70,02,143	78,42,108	51,65,114	49,26,211	1,51,828	1,42,785	16
493,819	386,722	...	...	741,965	545,326	1,777,522	1,608,816	1,527,179	989,436	493,113	299,607	17
30,68,152	19,67,765	...	...	33,48,188	26,10,619	1,36,75,344	1,28,38,795	1,85,36,609	1,09,55,446	39,34,713	23,54,440	18
7'14	6'85	...	...	5'79	5'74	5'44	5'12	7'96	7'39	11'09	11'61	19
154	222	...	...	1,226	1,783	11,020	16,936	3,943	4,452	316	576	20
2,262	1,693	...	...	14,740	20,555	2,36,053	4,32,277	95,394	94,433	5,046	9,103	21
17'94	10'24	...	...	16'68	18'06	15'47	16'06	20'23	19'26	20'24	14'74	22
437,423	367,610	...	...	18,189	15,377	18,933	15,742	84,275	62,012	5,467	7,568	23
4,31,635	4,37,908	...	...	65,387	58,079	66,477	55,944	2,24,844	1,31,605	23,658	37,497	24
3'59	3'71	...	...	3'73	3'75	4'23	3'50	3'43	3'77	3'02	2'87	25
198,027	325,294	...	...	264,972	309,131	1,061,366	1,037,139	260,974	251,905	247,333	264,506	26
2,96,637	3,24,426	...	...	2,32,963	2,30,814	8,66,606	8,97,921	3,86,734	3,29,597	2,39,906	2,55,138	27
2'23	2'85	..	...	2'56	2'66	2'42	2'45	2'00	2'00	2'70	2'56	28
1,129,423	1,079,848	...	...	1,026,352	871,617	2,868,841	2,678,633	1,876,371	1,307,805	736,229	572,259	29
38,24,819	27,54,559	1,80,343	1,88,100	36,81,527	29,45,699	1,50,07,364	1,44,56,913	1,94,84,861	1,18,43,593	41,82,650	26,76,093	30	
5'62	5'30	...	...	5'35	5'28	5'17	4'56	7'52	7'02	11'64	11'89	31
15,910	11,909	...	...	17,612	15,231	60,381	52,191	37,157	30,683	11,876	8,801	32
...	...	...	..	...	...	7,786	2,593	...	..	...	...	33
2,87,043	3,02,533	90,426	81,984	5,95,129	4,77,599	4,76,023	3,82,880	1,66,881	1,00,904	80,344	62,530	34	
70,64,661	60,13,108	2,70,769	2,70,084	70,46,223	64,22,224	2,25,53,697	2,27,36,685	2,48,54,013	1,69,61,396	58,26,698	41,75,282	35	
33,30,339	35,98,782	1,51,648	1,63,889	29,99,548	31,42,165	1,16,60,653	1,13,26,773	1,02,21,187	98,63,714	24,46,706	24,51,126	36	
37,34,322	24,14,326	1,16,121	1,06,195	40,46,675	32,80,059	1,08,84,044	1,14,09,912	1,46,32,826	70,97,682	33,79,922	17,24,156	37	

§ Open only for goods traffic, details of which are not furnished.
|| Excluding Gwalior Light railway.

Appendix 44.
Earnings under different heads.

Gross earnings under different heads of each

Serial No.	GAUGE.		5' 6"					
	CLASS: NO.		9				10	
	Railway.		Bombay, Baroda and Central India system.				Nizam's Guaranteed State.	
	Particulars.		B., B. and C. I. (a) to (e) and (f) and (l).		Rajputana-Malwa (f) to (j).			
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class	Number	43,005	33,973	9,737	9,814	4,977	4,622
2		Earnings Rs.	80,738	70,209	70,945	61,102	32,355	28,571
3	2nd class	Number	292,893	251,616	43,292	44,579	31,604	28,917
4		Earnings Rs.	2,37,483	2,12,715	1,38,751	1,17,798	64,122	58,966
5	3rd or Intermediate class	Number	235,084	185,532	158,909	149,498	...	...
6		Earnings Rs.	3,87,524	3,36,528	1,62,979	1,55,373	...	...
7	4th or Lowest class.	Number	6,143,739	5,570,010	6,302,334	6,149,501	1,273,132	1,224,775
8		Earnings Rs.	18,56,857	16,12,266	30,44,851	31,10,920	6,74,515	6,48,410
9	Season tickets of all classes	Number	2,840,840	2,547,080	1,800	4,200	9,840	7,440
10		Earnings Rs.	1,80,579	1,42,809	718	1,293	11,091	10,113
11	Total passengers	Number	9,555,561	8,588,211	6,516,072	6,357,592	1,319,553	1,265,754
12		Earnings Rs.	27,43,181	23,74,527	34,08,244	34,46,486	7,82,083	7,46,060
13	Parcels	Earnings Rs.	3,01,150	2,45,592	2,13,963	2,20,660	46,933	43,978
14	Luggage	Earnings Rs.	62,251	55,911	94,315	77,249	36,084	26,442
15	Other coaching traffic	Earnings Rs.	42,032	41,901	1,11,116	92,678	18,021	18,032
16	Total coaching traffic	Earnings Rs.	31,48,614	27,17,931	38,27,638	38,37,073	8,81,121	8,34,512
GOODS.								
17	General merchandise	Tons	992,943	516,091	1,219,282	791,628	238,335	200,681
18		Earnings Rs.	61,80,804	35,99,992	1,14,08,528	77,35,081	15,73,448	12,81,115
19		Average rate per ton per mile, pies	7'53	8'81	6'39	6'46	9'59	9'25
20	Military stores	Tons	161	492	1,630	1,699	852	552
21		Earnings Rs.	5,252	10,552	23,325	25,949	19,230	10,943
22		Average rate per ton per mile, pies	21'28	13'61	18'61	19'38	24'53	24'73
23	Coal for the public and for foreign railways.	Tons	29,481	40,341	7,888	7,318	192,414	182,676
24		Earnings Rs.	1,20,747	1,61,434	34,129	28,740	6,55,904	5,93,422
25		Average rate per ton per mile, pies	2'91	2'84	4'36	4'67	3'92	4'03
26	Revenue stores including coal and materials for construction.	Tons	184,417	189,138	136,662	211,795	312,314	319,431
27		Earnings Rs.	2,59,888	1,71,930	2,71,130	3,92,705	1,12,726	1,10,172
28		Average rate per ton per mile, pies	3'00	2'75	2'81	2'80	4'00	4'45
29	Total goods	Tons*	1,207,002	746,062	1,365,462	1,012,440	743,915	703,340
30		Earnings† Rs.	67,32,030	41,01,556	1,19,79,224	83,12,052	23,69,348	20,04,533
31		Average rate per ton per mile, pies	7'10	7'55	6'29	6'18	6'57	6'45
SUNDRIES.								
32	Electric telegraph	Earnings Rs.	27,290	18,143	35,644	28,043	13,632	10,618
33	Steam-boat	Earnings Rs.	...	...	...	...	...	...
34	Sundries	Earnings Rs.	1,82,920	1,29,593	1,64,406	2,84,684	1,39,926	1,09,447
TOTAL.								
35	Grand total earnings	Rs.	1,60,90,854	69,67,223	1,60,06,912	1,24,61,852	34,06,027	29,59,110
36	Total working expenses	Rs.	39,30,738	36,60,311	68,12,487	63,44,918	13,41,267	12,95,521
37	Net earnings	Rs.	61,60,116	33,06,912	91,94,425	61,16,934	20,64,760	16,63,589

* Including revenue stores but excluding live stock.

† Including all other items not detailed above.

DIX 44—continued.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

3' 3 3/4"												Serial No.
11		12		13		14		15		16		
Madras.		Bengal-Doonars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. II		Bengal and North- Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
16,132	15,947	343	349	2,015	2,045	1,895	2,068	...	...	9,463	8,994	1
1,48,590	1,31,931	949	836	4,827	4,483	9,878	11,054	...	...	26,543	24,167	2
60,366	56,739	939	939	1,548	1,448	5,081	5,279	...	...	15,343	16,632	3
2,01,623	1,68,340	1,431	1,272	1,971	1,731	10,706	12,617	...	...	25,593	25,093	4
10,344	8,857	782	1,761	...	...	2,579	2,515	...	...	51,173	61,185	5
21,420	20,574	412	772	...	...	2,780	2,917	...	...	36,844	41,467	6
5,895,190	5,677,916	146,490	164,718	151,902	130,943	943,393	777,524	328,890	...	4,777,584	4,859,771	7
23,66,949	23,90,062	35,842	41,778	58,134	45,772	5,77,391	4,53,668	43,324	...	17,26,876	18,87,303	8
270,950	341,140	...	...	...	...	...	...	...	...	34,320	31,360	9
8,890	17,374	...	...	...	...	...	...	...	...	609	566	10
6,252,992	6,100,599	148,554	167,767	155,465	134,436	952,948	787,386	328,890	...	4,887,883	4,977,942	11
27,47,472	27,28,281	38,634	44,658	64,932	51,986	6,00,755	4,80,256	43,324	...	18,16,467	19,78,596	12
2,01,576	1,86,993	2,855	4,910	3,966	4,073	13,276	12,114	...	...	39,329	37,215	13
1,34,022	1,01,506	1,345	1,561	1,539	1,327	8,636	9,331	...	...	36,410	28,704	14
1,07,108	87,469	898	714	5,189	4,848	14,159	15,348	...	...	43,201	36,483	15
31,00,178	31,04,249	43,732	51,843	7,56,62	62,234	6,36,826	5,17,049	43,324	...	19,35,407	20,80,998	16
790,371	748,740	22,830	46,340	40,196	32,753	67,286	98,351	356,660	...	621,020	403,128	17
41,64,073	38,07,999	89,897	2,37,717	1,64,024	1,66,580	3,28,992	4,14,741	4,657	...	26,66,138	16,08,317	18
6'91	7'01	23'47	25'32	5'39'08	5'39'32	6'70	6'44	...	...	6'28	5'72	19
1,839	2,025	...	...	...	...	82	33	...	...	...	...	20
44,730	55,505	...	...	...	...	421	750	...	...	...	...	21
21'28	26'13	...	...	...	...	15'13	20'59	...	...	...	...	22
278,341	263,905	1,036	2,920	258,255	237,416	5,548	7,666	...	...	32,710	10,438	23
6,91,543	6,72,983	3,044	5,902	258,639	2,25,103	11,540	19,780	...	...	57,952	16,825	24
4'04	4'18	25'01	9'75	5'6'36	5'6'20	4'23	4'16	...	...	4'14	4'36	25
154,405	186,932	3,272	1,816	4,831	3,102	38,955	21,454	...	...	145,648	157,187	26
1,10,527	1,06,616	2,183	722	1,459	854	60,990	34,546	...	...	1,73,364	1,63,364	27
3'40	2'45	4'20	4'15	5'3'92	5'3'31	2'51	2'58	...	...	2'48	2'48	28
1,224,976	1,201,602	27,138	51,076	303,282	273,271	111,871	127,504	356,660	...	799,378	570,753	29
50,58,388	47,72,565	95,0'6	2,44,879	4,24,653	3,92,965	4,06,612	4,73,840	4,657	...	29,34,198	17,83,443	30
6'26	6'07	21'45	24'65	5'9'39	5'9'63	5'34	5'74	...	...	5'77	5'09	31
11,364	10,102	446	758	5,766	5,030	6,467	8,034	...	...	19,338	14,940	32
...	...	8,176	6,859	...	...	10,302	9,790	...	...	3,57,889	2,84,153	33
1,56,550	2,10,517	12,534	22,176	18,922	13,676	28,869	36,961	313	...	1,63,855	1,46,516	34
84,16,520	80,97,433	1,60,794	3,26,515	5,24,967	4,73,905	10,89,076	10,45,175	48,294	...	54,10,687	43,10,050	35
41,99,487	42,67,923	96,239	1,45,732	2,62,992	2,51,821	8,23,036	8,54,512	29,677	...	22,06,213	21,27,897	36
42,17,033	38,29,540	64,555	1,80,783	2,62,368	2,22,084	2,65,990	1,90,663	18,617	...	32,04,474	21,82,153	37

§ Excluding Ledo and Tikak-Margherita colliery.

|| Yearly figures are shown.

P. T. O.

Appendix 44.
Earnings under different heads:

Gross earnings under different heads of each

Serial No.	GAUGE.		3' 3½"						
	CLASS: No.		17		18		19		
	Railway.		Rohilkund and Kumaon.		Jodhpur and Bikaner.		Udaipur-Chitor.		
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
COACHING.									
1	1st class	Number	2,422	3,344	1,351	1,515	257	233	
2		Earnings Rs.	16,831	23,395	7,307	12,073	1,268	1,309	
3	2nd class	Number	9,780	10,056	8,844	8,888	633	672	
4		Earnings Rs.	31,685	34,191	19,820	22,142	1,687	1,820	
5	3rd or Intermediate class	Number	6,676	7,364	12,958	...	1,220	1,295	
6		Earnings Rs.	5,696	6,048	4,767	...	1,060	953	
7	4th or Lowest class	Number	783,219	938,171	712,889	732,968	95,463	89,344	
8		Earnings Rs.	3,08,031	3,03,378	3,68,665	4,05,863	45,036	42,304	
9	Season tickets of all classes	Number . . . . .	...	...	...	...	200	...
10		Earnings Rs.	...	...	...	...	75	...
11	Total passengers		802,097	958,935	735,042	743,371	97,773	91,544	
12	Earnings Rs.		3,62,243	3,67,012	4,00,559	4,40,078	42,126	46,396	
13	Parcels		Earnings Rs.	11,243	14,836	17,262	17,450	1,526	1,255
14	Luggage		Earnings Rs.	15,979	12,927	15,872	13,577	1,294	1,273
15	Other coaching traffic		Earnings Rs.	17,131	18,575	15,231	14,546	1,455	1,276
16	Total coaching traffic		Earnings Rs.	4,06,596	4,13,350	4,48,924	4,85,651	53,401	50,210
GOODS.									
17	General merchandise	Tons	187,229	158,026	165,435	144,399	13,479	12,968	
18		Earnings Rs.	5,12,948	3,78,307	5,24,652	6,14,501	58,463	54,714	
19		Average rate per ton per mile, pies	7'76	7'25	8'46	8'32	14'85	13'75	
20	Military stores	Tons	763	2,227	7	110	7	4	
21		Earnings Rs.	3,187	6,279	156	1,782	82	36	
22		Average rate per ton per mile, pies	13'71	17'69	21'03	17'75	33'76	38'56	
23	Coal for the public and for foreign railways	Tons	380	157	7,502	5,568	7	...	
24		Earnings Rs.	430	204	10,059	9,216	14	...	
25		Average rate per ton per mile, pies	3'55	3'30	4'27	4'17	5'29	...	
26	Revenue stores, including coal and materials for construction	Tons	23,827	17,014	44,591	47,683	1,100	582	
27		Earnings Rs.	15,627	12,083	50,095	37,333	1,046	703	
28		Average rate per ton per mile, pies	2'45	2'45	4'26	4'00	2'89	3'39	
29	Tons*		212,199	177,424	217,545	197,960	14,593	13,554	
30	Total goods		Earnings† Rs.	5,41,086	3,95,441	5,87,341	6,65,692	60,513	56,325
31	Average rate per ton per mile, pies		7'42	6'83	7'71	7'79	14'06	13'45	
SUNDRIES.									
32	Electric telegraph		Earnings Rs.	4,679	3,160	16,250	17,077	308	531
33	Steam-boat		Earnings Rs.
34	Sundries		Earnings Rs.	46,241	12,144	4,081	13,338	403	481
TOTAL.									
35	Grand total earnings		Earnings Rs.	9,68,602	8,25,025	10,56,596	11,81,658	1,14,627	1,07,547
36	Total working expenses		Earnings Rs.	3,87,541	4,48,077	6,86,817	5,57,337	65,587	62,477
37	Net earnings		Earnings Rs.	6,11,061	3,77,018	3,69,779	6,24,321	49,040	45,070

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

DIX 44—continued.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

3' 3 3/8"										2' 6"		Serial No.
20		21		23		24		25				
Bhavnagar-Gondal-Juna- gad-Porbandar.		Southern Mahratta.		South Indian.		Burma.		Morvi.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
3,806	2,986	8,066	7,702	8,566	8,675	12,591	12,686	826	1,023	1		
10,626	7,983	45,423	45,280	45,213	42,352	66,243	65,894	3,416	3,425	2		
27,136	19,804	31,072	27,385	46,717	48,663	80,583	73,511	5,310	4,876	3		
33,292	24,795	70,500	63,173	81,366	88,045	1,39,490	1,18,013	10,678	9,056	4		
24,340	20,850	...	...	...	...	...	...	...	...	5
23,031	20,556	...	...	...	...	...	...	...	...	6
950,205	774,182	3,135,264	2,700,833	6,803,904	6,412,243	5,958,404	5,417,621	147,316	143,239	7		
4,67,947	3,91,142	13,37,765	11,39,309	24,24,325	24,31,922	25,94,149	21,08,414	1,07,190	93,127	8		
9,600	9,280	9,640	7,400	137,920	187,040	40,400	54,840	...	...	9
780	540	979	836	5,229	2,695	4,508	5,933	...	...	10
1,015,097	8,27,102	3,184,042	2,743,320	6,997,107	6,656,621	6,091,978	5,558,658	153,452	149,138	11		
5,35,676	4,45,015	14,54,667	12,48,598	25,56,133	25,72,014	28,04,390	22,98,254	1,21,284	1,05,608	12		
15,432	10,560	83,645	87,632	69,339	78,780	47,828	50,412	6,045	3,321	13		
8,728	7,397	50,667	45,389	26,979	26,808	44,979	32,625	2,301	2,117	14		
17,844	16,600	58,996	63,342	48,056	47,506	49,529	60,665	5,229	6,311	15		
5,77,680	4,79,572	16,47,975	14,44,961	27,00,507	27,25,108	29,46,726	24,47,956	1,34,859	1,17,357	16		
134,673	94,895	447,000	354,098	485,445	515,735	623,913	461,750	18,185	8,499	17		
5,05,801	2,70,494	25,01,343	19,18,612	21,92,628	23,22,846	32,27,195	23,89,250	66,855	30,688	18		
11'69	11'43	7'68	8'25	9'41	8'30	7'95	8'74	11'64	10'79	19		
...	3	1,331	377	560	221	536	641	7	34	20		
1	48	12,851	6,464	11,086	7,603	12,804	13,749	81	252	21		
33'00	2'33	15'27	15'72	24'83	27'96	14'34	13'53	28'23	18'74	22		
64	27	1,380	832	5,476	9,126	120	3	53	108	23		
155	72	8,785	4,002	8,734	15,397	85	64	202	372	24		
4'91	0'92	3'67	5'60	4'88	6'67	20'03	10'27	14'36	9'92	25		
9,058	5,925	79,163	81,739	269,212	318,376	148,541	234,458	1,560	139	26		
5,751	5,503	1,88,053	1,83,724	66,719	65,949	2,15,442	2,66,574	1,540	227	27		
2'05	1'96	2'70	2'53	2'49	2'43	2'36	2'36	4'37	7'41	28		
143,795	100,850	528,874	437,046	760,693	843,459	773,110	696,852	19,805	8,780	29		
5,13,098	2,77,092	27,29,265	21,28,807	22,97,977	24,30,929	35,38,266	27,35,203	69,130	32,085	30		
11,13	10'46	6'85	6'9	8'77	7'86	7'10	7'06	11'31	10'86	31		
8,058	5,526	12,798	10,948	12,645	11,996	14,525	12,203	2,292	2,042	32		
...	...	...	...	...	...	21,695	18,654	...	...	33
20,205	15,044	63,897	73,644	1,10,910	1,45,222	77,572	72,528	388	510	34		
11,19,041	7,77,234	44,53,935	36,58,360	151,67,810	153,58,108	65,98,784	52,86,544	2,06,669	1,51,994	35		
5,54,402	5,31,367	28,84,213	28,31,168	23,34,312	25,94,983	34,52,710	34,42,963	1,26,572	1,06,557	36		
5,64,639	2,45,867	15,69,722	8,27,192	28,33,498	27,63,175	31,46,074	18,43,581	80,097	45,437	37		

‡ Including Karaikal-Peralam and Pondicherry railways, details for which are not available.

T. O.

Appendix 44.
Earnings under different heads.

Gross earnings under different heads of each

GAUGE.			2' 6"					
Serial No.	CLASS: No.		26		27		28	
	Railway.		Bársi.		Tárakeshwar-Magra.		Ránaghat-Krishnagar.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
COACHING.								
1	1st class	Number	280	227	...	...	227	265
2		Earnings Rs.	764	602	...	...	289	324
3	2nd class	Number . . . . .	...	...	...	...	...	...
4		Earnings Rs.	...	...	...	...	11,600	12,142
5	3rd or Intermediate class	Number . . . . .	...	...	...	...	4,269	4,368
6		Earnings Rs.	...	...	...	...	103,035	98,877
7	4th or Lowest class	Number	42,525	34,309	222,611	196,363	29,233	26,467
8		Earnings Rs.	13,758	11,097	37,252	33,973	...	...
9	Season tickets of all classes	Number . . . . .	...	...	...	...	...	...
10		Earnings Rs.	...	...	...	...	...	...
11	Total passengers	Number	42,805	34,516	222,611	196,363	114,862	111,284
12		Earnings Rs.	14,522	11,699	37,252	33,973	33,791	31,159
13	Parcels	Number	623	486	...	...	...	...
14		Earnings Rs.	...	...	...	...	...	...
15	Luggage	Number	364	292	...	...	...	...
16		Earnings Rs.	...	...	...	...	1,010	1,304
17	Other coaching traffic	Number	48	49	...	...	...	...
18		Earnings Rs.	...	...	...	...	...	...
19	Total Coaching traffic	Number	15,557	12,526	37,252	33,973	34,801	32,463
20		Earnings Rs.	...	...	...	...	...	...
GOODS.								
21	General merchandise	Tons	37,937	16,378	...	...	...	...
22		Earnings Rs.	95,499	41,586	...	...	...	...
23		Average rate per ton per mile, pies	21'97	22'17	...	...	...	...
24	Military stores	Tons	4	3	...	...	...	...
25		Earnings Rs.	13	10	...	...	...	...
26		Average rate per ton per mile, pies	33'44	29'45	...	...	...	...
27	Coal for the public and for foreign railways.	Tons	1	11	...	...	...	...
28		Earnings Rs.	3	14	...	...	...	...
29		Average rate per ton per mile, pies	19'35	11'11	...	...	...	...
30	Revenue stores, including coal and materials for construction.	Tons	90	...	...	...	...	...
31		Earnings Rs.	49	...	...	...	...	...
32		Average rate per ton per mile, pies	4'80	...	...	...	...	...
33	Total goods	Tons*	38,032	16,392	3,811	5,247	...	...
34		Earnings† Rs.	95,554	41,990	4,709	6,108	608	449
35		Average rate per ton per mile, pies	21'93	22'37	...	...	...	...
SUNDRIES.								
36	Electric telegraph	Earnings Rs.	112	59	195	170	...	...
37		Earnings Rs.	...	...	...	...	...	...
38	Steam-boat	Earnings Rs.	1,112	1,328	332	411	570	226
39		Earnings Rs.	...	...	...	...	...	...
40	Sundries	Earnings Rs.	...	...	...	...	...	...
41		Earnings Rs.	...	...	...	...	...	...
TOTAL.								
42	Grand total earnings	Earnings Rs.	1,12,335	55,903	42,488	40,661	35,979	33,138
43		Earnings Rs.	50,265	38,385	29,220	29,184	28,008	25,924
44	Total working expenses	Earnings Rs.	62,070	17,518	13,268	11,477	7,971	7,214
45		Earnings Rs.	...	...	...	...	...	...
46	Net earnings	Earnings Rs.	...	...	...	...	...	...
47		Earnings Rs.	...	...	...	...	...	...

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

DIX 44—concluded.

Appendix 44.
Earnings under different heads.

railway (by systems) during each half-year of 1901.

2' 6"		2' 0"								Serial No.
29		30		31		32		33		
Tezpur-Bāliparā.		Darjeeling-Himalayan.		Howrah-Amta.		Howrah-Sheakhala.		Jorhāt.		
1st half	2nd half.	1st half.	2nd half.	1st half.	2nd' half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	2,331	2,053	210	246	161	142	...	...	1
...	...	31,434	27,118	265	309	167	149	...	...	2
...	...	6,624	6,487	...	...	...	...	...	...	3
...	...	40,577	44,586	...	...	...	...	...	...	4
...	...	...	...	15,894	14,484	6,924	7,291	...	...	5
...	...	...	...	6,460	5,689	2,122	2,303	...	...	6
61,906	54,077	25,177	31,195	384,434	347,136	147,356	140,440	40,878	35,254	7
17,346	14,139	51,160	57,692	1,20,303	1,04,585	34,732	32,670	8,107	6,627	8
...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	10
61,906	54,077	34,132	39,735	400,538	361,866	154,441	147,873	40,878	35,254	11
17,346	14,139	1,23,171	1,29,396	1,27,028	1,10,583	37,021	35,122	8,107	6,627	12
...	...	16,014	18,686	...	...	...	...	...	...	13
...	...	15,789	23,804	...	...	...	...	...	...	14
...	...	7,437	7,694	852	762	348	269	...	...	15
17,346	14,139	1,62,411	1,79,580	1,27,880	1,11,345	37,369	35,391	8,107	6,627	16
...	...	12,621	13,130	...	...	...	...	...	...	17
...	...	1,83,335	2,08,311	...	...	...	...	...	...	18
...	...	5'26	5'75	...	...	...	...	...	...	19
...	...	57	40	...	...	...	...	...	...	20
...	...	1,806	1,318	...	...	...	...	...	...	21
...	...	11'23	10'88	...	...	...	...	...	...	22
...	...	919	393	...	...	...	...	...	...	23
...	...	8,392	3,749	...	...	...	...	...	...	24
...	...	3'20	3'35	...	...	...	...	...	...	25
...	...	2,387	1,522	...	...	...	...	...	...	26
...	...	12,306	7,200	...	...	...	...	...	...	27
...	...	41'60	38'28	...	...	...	...	...	...	28
2,418	7,551	15,984	15,085	...	...	...	...	5,365	6,563	29
14,618	30,877	2,08,501	2,26,215	10,334	10,505	2,598	3,075	28,724	38,377	30
...	...	60'76	...	...	...	...	...	69'31	83'39	31
906	735	1,596	1,580	...	...	...	...	183	221	32
...	...	...	...	...	...	...	...	...	...	33
3,084	2,135	2,969	5,089	257	214	75	72	555	390	34
35,954	47,886	3,75,477	4,12,464	1,38,471	1,22,064	40,042	38,538	37,569	45,615	35
33,040	33,902	2,48,855	2,25,468	77,659	68,789	29,168	26,246	52,721	34,637	36
2,914	13,984	1,26,622	1,86,996	60,812	53,275	10,874	12,292	15,152	10,978	37

Working expenses under different heads of each railway

No.	GAUGE.		5' 6"					
	CLASSIFICATION NUMBER.		1		2		3	
	Railway.		East Indian.		Eastern Bengal State.		Bengal Central.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence Rs.	4,26,963	4,23,408	1,52,230	1,41,661	1,43,79	13,643
	2	Maintenance of permanent-way { Wages "	5,15,612	5,10,129	2,05,360	2,07,876	19,155	20,237
		{ Materials "	12,39,262	13,36,107	2,26,295	1,70,904	41,611	45,141
	3	Repairs of bridges, etc. "	1,58,601	1,55,302	32,817	1,03,993	4,723	2,706
	4	Conservancy of rivers . . . . . "	...	...	142	153	20	...
	5	Repairs of stations and buildings "	5,59,624	6,50,805	1,02,623	1,57,055	10,603	8,920
	6	TOTAL* "	32,34,177	33,25,497	52,92,131	58,74,790	82,870	92,223
Locomotive.	7	General Superintendence "	2,93,131	3,06,994	78,359	78,596	7,018	7,312
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. "	10,94,156	11,02,637	1,83,168	2,06,531	13,349	15,068
	9	Fuel "	4,53,552	4,53,157	2,87,525	3,17,763	22,846	31,072
	10	Water "	51,865	50,506	18,681	20,048	1,953	1,871
	11	Oil, tallow and other stores "	1,90,166	1,95,481	31,107	37,926	2,749	2,570
	12	Maintenance and renewal of { Loco. engines "	9,77,435	11,18,867	1,69,899	537,310	27,324	21,151
		{ Machinery "	81,222	1,19,140	45,011	37,001	587	592
	13	TOTAL* "	34,10,130	39,57,013	52,09,944	51,32,536	79,404	82,074
Carriage and Wagon.	14	General Superintendence "	71,505	65,440	41,524	40,610	3,451	3,707
	15	Repairs and renewal of { Coaching vehicles "	2,22,166	2,14,580	2,58,552	1,14,024	3,817	6,808
		{ Goods "	6,35,887	7,38,846	1,44,736	2,37,860	2,174	6,357
		{ Machinery "	1,627	12,372	5,553	6,919	336	128
	16	Cleaning and oiling "	1,11,410	1,14,572	42,306	41,791	3,426	3,705
	17	TOTAL* "	10,54,650	11,73,490	52,04,790	51,53,846	13,339	20,931
Traffic.	18	General Superintendence "	3,03,318	3,15,853	1,31,491	1,40,736	10,777	11,827
	19	Station staff "	12,24,209	11,77,332	4,08,572	5,51,802	22,722	43,537
	20	Train staff "	5,28,792	5,31,183	1,03,425	1,05,007	5,754	6,773
	21	Fuel, lighting and general stores "	2,76,662	2,21,435	1,03,093	94,509	5,031	6,911
	22	Clothing "	27,562	22,278	8,331	6,097	522	12
	23	Printing, stationery and tickets "	98,450	1,23,870	23,989	39,538	7,048	6,054
	24	Charges for delivery and collection of goods "	4,529	4,428	1,715	1,319	...	...
	25	TOTAL* "	25,18,205	24,46,946	52,07,585	52,50,721	62,480	77,820
General.	26	Home expenditure or General administration "	1,87,809	1,85,664	34,115	...	20,078	19,300
	27	Agent's Office "	55,835	59,274	45,462	64,418	13,334	13,378
	28	Audit, accounts and pay office "	2,41,812	2,44,665	95,482	1,03,031	17,158	17,247
	29	Stores Department "	85,772	77,536	7,895	12,502	2,321	1,878
	30	Medical Department "	74,034	70,477	25,123	26,085	1,422	1,683
	31	Rents and Miscellaneous "	1,13,880	1,12,583	26,893	2,34,986	9,639	9,287
	32	Police "	99,093	1,02,410	19,662	21,178	4,556	4,746
	33	Advertising "	4,167	5,028	1,741	2,465	278	782
	34	Electric telegraph "	3,01,346	3,25,835	1,14,450	1,17,263	9,920	9,698
	35	TOTAL* "	11,64,787	11,87,891	53,75,039	53,79,838	78,729	78,089
Miscellaneous.	36	Law charges "	8,342	20,176	1,968	3,402	1,172	1,112
	37	Compensation "	32,053	60,550	44,492	36,117	81	871
	38	Rates and taxes "	48,123	48,541	15,246	19,199	2,072	1,889
	39	Payments to other lines "	7,58,131	3,69,628	...	85,963	30,985	41,523
	40	TOTAL* "	9,63,314	576,986	51,38,489	52,28,833	37,857	49,691
	41	Steam-boat service "	1,11,958	90,245	2,09,091	2,51,708	...	...
		GRAND TOTAL WORKING EXPENSES "	11,27,87,867	11,29,73,342	40,37,068	44,71,092	3,61,709	4,00,600

* Includes all other items of expenditure not enumerated.
† Includes special contribution to Provident Fund.
‡ Including the Cooch Behar State railway, details for which are not given.

DIX 45.

(by systems) during each half-year of 1901.

Appendix 45.
Expenses under different heads.

5' 6"											No.
4		5		6		7		8			
Bengal-Nágpur.		Calcutta Port Com- missioners'.		Oodh and Rohilkhand State.		North Western State.		Great Indian Peninsula (a) to (h).			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half. **	2nd half.	1st half.	2nd half.		
1,69,796	1,57,782	3,892	5,854	1,49,213	1,50,934	4,89,155	5,02,891	3,20,979	3,34,428	1	
2,67,129	2,50,760	5,612	6,470	1,47,446	1,63,975	7,85,194	7,62,585	4,92,224	4,92,973	2	
1,43,137	1,72,237	2,758	8,650	2,26,029	2,42,774	1,50,082	5,59,262	7,77,546	6,03,315	3	
1,04,535	1,88,678	1,136	1,924	77,328	1,85,650	2,33,316	3,26,040	2,57,823	2,58,117	4	
...	...	...	...	4,460	4,446	1,18,268	23,328	...	...	5
1,22,963	80,565	826	547	1,18,579	97,496	3,35,997	3,60,179	2,21,248	2,00,827	6	
8,40,370	9,29,697	15,171	24,548	7,84,680	9,15,901	25,87,271	28,40,187	11,22,301	11,20,724	7	
1,01,142	1,08,741	...	...	69,739	69,226	2,55,794	2,97,349	2,49,915	2,49,860	8
2,45,129	2,47,182	6,068	7,403	1,12,145	1,24,762	6,60,457	6,73,561	11,63,705	10,51,749	9	
1,68,850	1,52,989	2,821	5,914	4,75,407	4,39,422	19,60,158	18,05,554	17,81,501	15,66,508	10	
25,966	22,771	...	...	11,713	14,040	86,799	85,913	1,46,412	1,16,931	11
46,192	40,140	1,111	723	32,824	32,035	1,37,814	1,43,514	1,84,620	1,60,709	12	
1,73,997	2,24,354	16,626	17,147	1,52,422	1,57,201	12,90,631	10,77,648	15,04,205	16,40,700	13	
13,815	17,352	69	209	11,896	14,640	85,72	1,02,433	79,852	86,398	14	
9,40,909	9,86,537	26,693	31,395	10,07,857	9,79,176	48,36,911	46,52,531	11,55,754	11,53,027	15	
20,385	22,834	...	...	14,942	15,220	76,319	54,987	77,132	78,033	16
49,134	1,15,257	...	...	86,335	1,32,420	2,48,261	3,46,673	3,93,698	4,72,158	17
75,562	99,643	16,626	17,147	71,526	54,604	9,74,332	3,80,422	5,06,302	5,86,649	18	
2,681	3,763	69	209	3,123	4,290	13,618	15,808	27,662	40,042	19	
67,569	81,566	1,917	1,447	40,368	38,779	1,33,459	1,30,861	1,75,915	1,72,440	20	
2,17,385	3,31,319	18,612	18,803	2,18,805	2,47,138	14,67,441	9,38,294	11,85,135	13,52,391	21	
1,04,192	1,02,795	11,061	14,319	80,640	81,358	2,49,176	2,29,339	1,99,750	2,05,304	22	
2,34,056	2,31,887	54,095	49,405	2,77,211	2,78,077	8,58,375	9,15,258	8,86,587	8,29,020	23	
62,748	72,947	5,146	6,081	84,832	89,307	2,92,301	3,13,613	4,67,267	4,39,537	24	
67,168	71,797	974	667	73,280	86,145	2,21,412	1,86,811	2,20,864	2,50,482	25	
325	7,446	650	91	4,868	11,231	20,035	35,386	13,484	13,342	26	
49,663	58,623	4,414	5,151	33,430	35,155	74,442	83,422	1,09,164	1,11,812	27	
1,194	897	...	...	1,290	1,290	...	621	6,375	6,880	28
5,96,834	6,29,270	76,280	75,715	5,77,591	6,00,987	17,27,824	17,86,072	11,97,048	11,92,030	29	
1,22,918	1,20,375	...	...	11,109	317	42,871	...	1,80,785	1,82,181	30
43,464	38,176	4,864	5,548	25,363	26,731	60,511	61,288	74,499	71,292	31	
96,792	91,039	1,000	1,000	78,154	81,023	1,95,924	1,95,667	2,45,107	2,40,604	32	
20,475	18,020	...	...	18,229	18,758	47,550	55,063	70,988	71,264	33
27,167	26,160	...	...	13,350	13,192	49,343	49,527	43,268	42,212	34
30,805	41,400	...	...	23,146	34,394	55,669	66,662	58,861	68,104	35
20,837	27,421	...	...	18,432	19,039	72,468	76,639	94,776	97,223	36
2,492	1,886	...	...	1,295	2,121	3,452	5,184	2,390	3,769	37
1,21,559	1,26,020	1,722	1,985	76,363	78,766	2,78,866	2,82,363	2,89,203	2,82,570	38	
4,65,605	4,91,720	13,443	8,533	2,65,512	2,74,462	8,08,119	7,92,711	11,06,554	11,07,812	39	
809	737	...	...	564	95	243	71	7,340	2,150	40
1,907	8,766	1,586	827	3,707	9,429	28,012	15,056	62,586	64,606	41	
7,052	10,132	2,261	3,668	1,881	2,218	21,938	31,677	27,878	39,771	42	
1,33,743	1,23,467	...	39	91,914	61,032	61,065	53,118	2,81,806	2,19,968	43	
2,32,236	2,30,239	4,447	4,834	1,45,103	1,23,901	2,92,496	3,00,764	11,64,126	11,59,320	44	
...	...	...	...	...	...	2,1,261	16,214	...	...	45
33,30,339	35,98,782	1,54,648	1,63,889	29,99,548	31,42,165	11,16,09,653	1,13,26,773	11,26,67,893	11,23,14,840	...	

|| Including the Gwalior Light railway, details for which are not given.

¶ Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.

** Including the Hyderabad-Shadipalli railway.

†† Excluding Rs. 78,687 on account of Hyderabad-Shadipalli railway, which have been included with the Jodhpur-Bikaner railway.

P. T. O.

Working expenses under different heads of each railway

No.	GAUGE.		5' 6"					
	CLASSIFICATION NUMBER.		9				10	
	Railway.		BOMBAY, BARODA AND CENTRAL INDIA SYSTEM.				Nizam's Guaranteed State.	
	Particulars.		Bombay, Baroda and Central India (a) to (e) and (k) and (l).		Rajputana-Malwa (f) to (j).		Nizam's Guaranteed State.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence Rs.	1,25,985	1,14,803	1,96,886	2,02,837	90,149	91,699
	2	Maintenance of permanent-way { Wages . . .	1,88,583	1,87,304	2,86,131	3,19,968	1,25,883	1,16,657
		{ Materials . . .	4,85,423	2,26,528	7,61,647	3,83,537	57,142	1,53,743
	3	Repairs of bridges, etc.	—2,53,283	90,515	2,38,147	1,63,314	23,803	39,592
	4	Conservancy of rivers . . . . .	...	...	...	...	...	348
	5	Repairs of stations and buildings	85,820	77,979	1,36,028	1,36,222	10,771	33,971
	6	TOTAL * . . .	6,95,820	7,55,092	17,27,323	13,06,499	3,59,521	3,16,181
Locomotive.	7	General Superintendence	93,016	86,900	1,48,982	1,57,297	49,481	50,835
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc.	2,77,902	2,32,191	4,42,916	4,17,302	90,463	88,238
	9	Fuel	7,41,559	4,90,838	11,72,352	8,74,748	1,24,648	1,09,882
	10	Water	50,618	42,918	76,311	73,693	18,277	16,613
	11	Oil, tallow and other stores	54,569	46,143	85,617	81,430	17,488	16,754
	12	Maintenance and { Locomotive engines . . .	2,72,994	3,21,261	4,23,330	5,66,474	75,265	81,991
		{ Machinery . . .	26,538	26,862	42,883	49,002	9,836	6,007
	13	TOTAL * . . .	16,12,487	13,42,285	25,45,772	23,93,498	4,23,682	4,02,279
Carriage and Wagon.	14	General Superintendence	31,911	29,511	51,124	53,425	8,928	8,165
	15	Repairs and { Coaching vehicles . . .	1,52,401	1,62,095	2,42,779	2,95,052	36,494	33,135
		{ Goods . . .	2,51,520	2,30,402	3,94,622	4,05,914	22,306	16,276
		{ Machinery . . .	10,322	11,142	16,683	20,325	2,159	4,279
	16	Cleaning and oiling	61,094	51,052	94,613	88,540	16,778	17,288
	17	TOTAL * . . .	5,12,323	4,87,057	8,07,997	8,68,464	86,675	79,144
Traffic.	18	General Superintendence	74,643	69,459	1,18,909	1,25,071	29,447	28,640
	19	Station staff	2,98,233	2,68,050	4,70,367	4,78,329	92,455	94,477
	20	Train staff	80,624	69,179	1,28,446	1,24,353	37,830	36,937
	21	Fuel, lighting and general stores	76,280	83,762	1,19,564	1,51,794	30,750	29,530
	22	Clothing	9,595	8,231	15,257	14,757	1,208	2,637
	23	Printing, stationery and tickets	40,306	34,691	64,048	61,541	12,238	14,951
	24	Charges for delivery and collection of goods . . . . .	...	1,918	...	...	...	...
	25	TOTAL * . . .	5,91,747	5,43,307	9,30,452	9,72,326	2,25,306	2,18,254
General.	26	Home expenditure or General administration	23,688	26,235	38,248	47,857	37,424	43,931
	27	Agent's Office	20,772	22,052	33,537	38,593	16,666	16,929
	28	Audit, accounts and pay office	88,130	74,505	1,37,458	1,32,452	61,867	62,709
	29	Stores Department	31,939	29,536	51,167	53,471	8,668	8,350
	30	Medical Department	18,534	17,175	29,310	30,728	11,530	12,090
	31	Rents and Miscellaneous	22,910	1,68,238	51,670	49,899	25,324	17,180
	32	Police	42,271	39,511	65,306	68,636	28,387	29,767
	33	Advertising	709	904	1,123	1,648	725	644
	34	Electric telegraph	94,776	93,584	1,48,935	1,66,281	34,207	33,916
	35	TOTAL * . . .	3,53,963	3,32,162	5,57,052	5,90,194	2,24,890	2,25,729
Miscellaneous.	36	Law charges	1,878	892	3,033	1,633	501	903
	37	Compensation	18,699	25,025	30,196	45,825	296	583
	38	Rates and taxes	10,593	8,310	17,107	15,223	567	301
	39	Payments to other lines	17,472	59,874	27,310	— 37,347	2,066	11,291
	40	TOTAL * . . .	1,58,269	94,163	1,70,061	1,08,928	30,193	43,934
	41	Steam boat service . . . . .	...	...	...	...	...	...
		GRAND TOTAL WORKING EXPENSES	†39,30,738	— †36,60,311	†68,12,487	†63,44,918	13,41,267	12,95,521

* Includes all other items of
† Includes special contribution
‡ Includes charges incurred
§ Details
|| under the " " " "

DIX 45—continued.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

5' 6"		3' 3 1/2"										No.
11		12		13		14		15		16		
Madras.		Bengal Dooars.		Dibru-Sadiya.		Assam-Bengal.		Deoghur. ¶		Bengal and North-Western.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,89,232	2,50,430	1,893	3,164	9,172	8,514	72,520	73,163	...	...	1,19,636	1,22,445	1
1,44,169	2,47,362	4,083	6,037	20,012	16,527	1,13,577	1,25,005	...	...	1,15,924	1,34,214	2
1,11,221	1,87,999	3,122	10,454	14,946	30,654	7,821	560	...	...	1,52,101	1,40,716	
66,794	85,883	1,066	1,130	18,291	2,738	27,000	33,178	...	...	49,444	52,852	3
...	...	...	...	...	...	...	...	...	...	1,645	2,673	4
65,576	1,56,709	525	853	12,243	7,354	37,896	37,750	...	...	57,935	47,849	5
6,77,052	9,28,758	10,942	21,979	1,00,657	82,220	2,66,381	2,79,160	3,757		5,81,802	¶6,18,622	6
92,315	92,028	1,831	2,952	5,386	5,295	24,159	25,037	...	...	41,111	46,783	7
2,73,198	2,85,101	4,562	4,683	8,714	8,550	27,745	30,099	...	...	82,537	91,551	8
7,22,504	7,49,555	20,945	23,225	21,339	19,832	58,272	54,677	...	...	1,88,620	1,75,430	9
34,127	32,883	883	1,244	3,084	2,682	6,757	7,602	...	...	14,617	16,212	10
54,083	50,841	1,361	1,526	2,256	2,468	5,425	6,306	...	...	19,363	20,270	11
5,36,198	2,82,755	3,550	6,461	13,072	24,693	28,440	18,781	...	...	87,288	90,115	12
9,291	8,835	506	903	3,075	2,997	402	936	...	...	2,703	2,670	
19,14,252	16,84,226	33,653	41,001	56,927	66,518	1,62,062	1,52,867	15,727		¶5,18,070	¶4,68,208	13
21,654	21,587	906	1,472	3,146	3,083	8,044	8,342	...	...	14,350	16,557	14
1,32,267	1,57,220	2,325	3,244	3,954	3,899	17,904	18,270	...	...	42,310	39,759	15
90,473	1,21,796	3,030	2,254	14,851	13,725	15,017	9,335	...	...	55,068	49,290	
5,794	6,238	2	54	1,335	1,207	244	27	...	...	1,810	2,067	16
49,237	52,131	1,641	2,429	2,930	2,966	6,978	6,697	...	...	29,378	27,979	
3,18,562	3,84,621	7,904	9,459	25,217	24,880	49,189	43,130	1,015		¶1,45,285	¶1,17,590	17
1,03,869	93,055	3,463	3,866	6,214	6,342	25,557	27,852	...	...	67,151	76,414	18
2,94,555	3,03,917	7,578	13,580	15,293	15,117	73,214	80,875	...	...	1,55,614	1,72,594	19
90,625	92,572	725	1,926	3,193	3,516	11,990	14,506	...	...	2,66,601	52,128	20
72,440	80,871	973	1,134	1,430	1,116	16,770	19,598	...	...	43,634	46,221	21
10,454	7,996	60	133	24	51	4,243	1,491	...	...	2,453	6,046	22
48,764	68,021	593	3,478	2,476	3,144	7,201	9,011	...	...	21,184	25,825	23
2,167	3,509	...	...	5,449	6,100	...	...	...	...	15,632	11,795	24
6,55,688	6,86,382	19,331	25,296	34,202	35,474	1,39,195	1,53,973	6,400		¶4,14,314	¶4,09,049	25
41,011	41,619	4,250	12,405	12,921	12,921	44,630	58,423	...	...	51,104	57,199	26
39,471	40,423	1,282	13,235	6,134	6,053	14,806	14,250	...	...	19,128	19,684	27
93,681	98,685	1,811	5,751	6,950	6,874	48,517	49,029	...	...	79,879	82,468	28
22,157	14,551	151	915	3,000	2,955	13,869	15,437	...	...	9,236	10,247	29
18,411	19,080	453	925	2,231	2,079	8,476	9,904	...	...	9,774	10,379	30
14,426	14,093	1,143	1,254	2,885	2,645	6,306	4,491	...	...	14,532	14,081	31
24,728	42,484	481	559	...	...	8,008	8,265	...	...	24,874	25,612	32
3,262	2,716	10	19	93	7	786	449	...	...	801	709	33
1,14,498	1,12,293	2,200	4,652	7,383	6,822	31,888	33,809	...	...	73,201	67,146	34
4,34,362	4,13,132	15,084	39,733	41,598	40,356	1,77,330	1,94,066	2,778		¶2,84,742	¶2,72,543	35
2,257	694	162	286	624	624	3,311	925	...	...	1,203	2,438	36
6,16	9,681	201	65	391	1	450	155	...	...	4,455	3,887	37
12,660	15,403	123	115	43	99	583	4,466	...	...	2,064	2,343	38
67,276	35,540	...	...	...	...	...	...	...	...	1,744	2,441	39
§1,98,941	§1,70,916	1,263	3,019	2,998	2,373	20,826	24,484	.....		84,234	1,20,831	40
628	— 150	8,062	5,225	...	...	8,103	6,832	.....		1,59,102	1,11,955	41
41,99,487	42,67,893	96,239	1,45,732	2,62,599	2,51,821	8,23,086	8,54,512	29,677		†22,06,213	†21,27,897	

expenditure not enumerated.
to Provident Fund.
direct by the State.
not furnished.
Raxaul railway, details for which are not given.

P. T. O.

Working expenses under different heads of each railway

No.	GAUGE.		3' 3"					
	CLASSIFICATION NUMBER.		17		18		19	
	Railway.		Rohilkund and Kumaon.		Jodhpur-Bikaner.		Udaipur-Chitor.	
	Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence Rs.	17,727	17,751	11,472	14,494	3,214	3,290
	2	Maintenance of permanent-way. { Wages "	24,648	26,023	72,440	85,634	9,337	9,207
		{ Materials "	9,644	31,828	1,37,259	764	1,054	1,137
	3	Repairs of bridges, etc. "	15,282	8,874	3,101	3,943	234	96
	4	Conservancy of rivers "	800	1,605	...	...	...	...
	5	Repairs of stations and buildings "	6,510	9,680	3,087	7,110	392	1,082
Locomotive.	6	TOTAL #	81,015	1,01,310	2,35,848	1,19,051	14,837	15,445
	7	General Superintendence "	12,767	12,583	14,421	15,425	3,318	3,267
	8	Wages of drivers and firemen, fuelling, cleaning engines, etc. "	16,061	13,827	16,769	19,032	1,263	1,497
	9	Fuel "	34,229	34,780	1,18,415	1,24,526	11,953	10,121
	10	Water "	2,462	2,278	6,793	8,094	681	715
	11	Oil, tallow and other stores "	4,262	3,918	8,867	12,147	643	473
Carriage and Wagon.	12	Maintenance and renewal of { Locomotive engines "	20,832	17,321	38,839	37,285	1,174	2,950
		{ Machinery "	1,610	3,045	1,987	2,671	845	385
	13	TOTAL #	1,02,236	95,108	2,29,365	2,41,325	19,915	19,408
	14	General Superintendence "	5,615	6,054	3,308	3,340	780	421
	15	Repairs and renewal of { Coaching vehicles "	15,937	13,737	10,559	10,359	3,918	4,485
		{ Goods " "	11,719	11,269	5,163	8,689	2,453	5,515
Traffic.		{ Machinery "	929	867	463	513	7	73
	16	Cleaning and oiling "	5,269	4,972	3,838	6,199	824	698
	17	TOTAL #	39,760	37,705	23,455	29,186	8,047	6,773
	18	General Superintendence "	14,751	15,746	14,233	13,730	3,407	3,712
	19	Station staff "	28,758	28,887	23,749	28,891	3,945	3,597
	20	Train staff "	7,133	7,154	4,789	5,201	530	453
General.	21	Fuel, lighting and general stores "	10,165	10,159	7,029	9,391	1,493	1,006
	22	Clothing "	741	821	321	424	134	141
	23	Printing, stationery and tickets "	6,122	8,205	9,200	9,545	685	164
	24	Charges for delivery and collection of goods . . . . . "	...	...	...	...	10	...
	25	TOTAL #	71,312	75,317	59,425	67,960	10,302	9,835
	26	Home expenditure or General administration. "	22,505	17,097	...	...	...	...
Miscellaneous.	27	Agent's Office "	7,278	8,176	...	3,320	4,295	2,097
	28	Audit, accounts and pay office "	19,997	20,548	16,884	14,434	1,971	2,125
	29	Stores Department "	4,907	5,435	2,537	3,067	312	218
	30	Medical Department "	1,609	2,568	1,586	1,984	460	459
	31	Rents and Miscellaneous "	7,147	7,557	1,379	2,913	753	484
	32	Police "	6,735	6,821	1,985	2,643	...	...
	33	Advertising "	201	282	...	22	...	...
	34	Electric telegraph "	13,934	14,052	19,088	20,503	1,602	1,614
	35	TOTAL #	84,313	82,848	43,460	48,715	9,394	7,897
	36	Law charges "	520	846	...	...	...	...
	37	Compensation "	214	522	432	963	426	71
	38	Rates and taxes "	99	72	...	...	...	...
	39	Payments to other lines "	222	...	14,056	17,880	2,130	2,649
	40	TOTAL #	5,103	5,442	16,577	21,419	3,092	3,119
	41	Steam-boat service . . . . . "	...	...	...	...	...	...
GRAND TOTAL WORKING EXPENSES			† 1,87,541	† 4,48,077	16,86,817	5,57,337	65,587	62,477

* Including all other items of expenditure not enumerated.

† Including special contribution to Provident Fund.

‡ Including Rs. 28,687 on account of the Hyderabad-Shadipalli railway.

§ Including Rs. 46,804 on account of ...

DIX 45—continued.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901—contd.

3' 38"								2' 6"		No.
20		21		23		24		25		
Bhavnagar-Gondal Junagad-Forbandar.		Southern Mahratta.		South Indian.		Burma.		Morvi.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
28,141	30,990	1,33,132	1,29,259	1,23,291	1,28,356	1,24,135	1,32,892	4,297	4,189	1
60,538	60,921	1,99,023	2,10,270	1,08,081	1,18,101	3,39,362	3,23,325	11,467	11,549	2
1,081	19,986	2,51,255	1,67,203	1,18,155	1,24,562	79,918	69,712	1,572	1,424	
3,568	5,879	61,311	81,038	26,799	34,189	1,24,396	72,326	3,639	477	3
...	...	...	...	...	...	4,204	2,014	...	...	4
6,900	9,356	47,979	67,713	23,957	29,670	55,724	75,055	343	578	5
1,31,128	1,32,613	7,51,904	7,12,002	4,20,150	4,58,786	7,99,332	7,49,511	22,777	18,503	6
17,025	18,046	98,087	97,672	68,770	69,320	95,729	101,408	1,757	3,092	7
25,084	22,609	1,72,163	1,66,844	1,57,711	1,57,852	2,97,835	2,89,121	4,182	3,794	8
77,898	62,715	2,59,668	2,33,849	3,66,389	3,70,150	5,00,918	4,95,742	34,732	20,182	9
3,491	3,437	24,369	29,397	15,927	14,920	39,496	44,281	580	775	10
6,165	6,182	15,344	14,032	29,000	27,625	39,146	39,313	1,303	634	11
39,028	34,593	1,76,379	1,76,499	1,93,323	3,61,418	1,96,466	2,43,328	11,511	11,459	12
2,293	1,871	27,348	22,895	16,507	23,925	24,775	27,572	...	...
1,64,212	1,52,091	9,17,881	8,72,647	8,62,767	10,45,421	13,05,011	13,37,870	57,948	41,820	13
5,356	5,435	31,092	29,136	22,921	23,083	26,953	29,356	922	1,769	14
12,357	14,826	99,052	94,024	1,07,567	94,826	87,313	89,419	2,645	2,107	15
9,675	13,451	1,44,520	1,29,108	87,748	1,41,653	1,48,812	1,32,717	3,875	2,861	
1,146	935	5,507	4,483	5,681	8,026	4,419	7,029	...	...	16
4,427	4,266	19,313	19,913	26,799	26,870	56,462	56,452	1,273	944	
33,199	38,925	2,90,236	2,75,356	2,48,114	2,92,951	3,09,519	3,00,092	8,640	7,593	17
19,498	18,891	79,434	78,333	62,475	64,206	76,423	78,117	4,029	3,796	18
48,673	42,881	1,87,663	1,79,273	1,90,021	1,80,642	3,00,075	2,80,779	8,636	8,144	19
7,656	7,241	73,378	68,329	43,450	42,105	71,700	72,068	1,674	1,637	20
8,504	9,698	45,920	50,345	35,354	33,272	51,088	61,822	1,827	1,689	21
1,174	236	5,197	11,325	4,264	185	7,078	13,647	288	439	22
7,846	7,080	29,644	29,051	43,835	35,998	44,480	39,622	2,178	2,641	23
...	...	...	...	25	45	—8	...	372	542	24
97,685	90,523	4,46,803	4,47,780	3,92,167	3,67,349	5,57,647	5,53,633	19,244	10,008	25
2,736	2,207	92,717	92,397	82,028	88,172	96,058	1,00,913	...	...	26
13,262	12,849	25,703	31,281	25,346	26,758	25,075	22,808	2,488	2,827	27
27,841	27,568	81,054	82,782	79,595	78,681	62,488	67,389	5,855	5,620	28
5,992	6,130	21,073	21,104	22,662	21,406	19,789	23,061	2,132	2,107	29
6,618	6,585	16,638	16,719	15,660	18,501	15,943	16,766	320	318	30
7,582	5,958	19,339	19,978	18,200	19,510	19,372	19,132	1,356	1,187	31
\$16,828	\$17,825	42,835	65,333	25,791	24,807	52,053	38,982	1,300	1,300	32
157	170	1,295	1,281	1,232	828	1,105	487	...	...	33
21,525	20,579	1,05,491	1,06,319	59,663	68,628	83,930	83,644	3,427	3,442	34
1,03,556	99,882	4,08,171	4,37,850	3,30,538	3,48,363	3,75,993	3,72,915	16,879	17,186	35
169	21	2,427	1,733	212	334	395	610	11	53	36
1,429	763	2,381	2,050	296	491	1,433	3,100	117	71	37
10	10	3,286	5,978	9,689	9,086	5,529	26,490	...	...	38
3,848	3,077	5,748	3,532	5,146	4,857	...	...	...	...	39
\$24,622	\$17,333	69,218	85,533	\$56,976	\$60,122	65,065	85,591	1,084	2,447	40
...	...	...	...	...	...	40,143	43,351	...	...	41
5,54,402	5,31,367	28,84,213	28,31,168	†23,34,312	†25,94,983	34,52,710	34,42,963	1,26,572	1,06,557	

§ Including charges incurred direct by the State. || Including charges for maintenance and renewal of machinery.
 details for which are included with those of the North Western State railway.
 information for which is not available and special contribution to Provident fund.

P. T. O.

Working expenses under different heads of each railway

	No.	GAUGE.		2' 6"					
		CLASSIFICATION NO.		26		27		28	
		Railway.		Bārsi.		Tārakeshwar-Magra.		Rānaghat-Krishnagar.	
		Particulars.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Engineering.	1	General Superintendence Rs.		2,166	2,133	...	...	...	...
	2	Maintenance of permanent-way { Wages . . .		2,553	2,610	...	...	...	...
		{ Materials . . .		—4	45	...	...	...	...
	3	Repairs of bridges, etc.		1,186	—613	...	...	...	...
	4	Conservancy of rivers . . . . .		...	...	...	...	...	...
	5	Repairs of stations and buildings		736	529	...	...	...	...
Locomotive.	6	TOTAL* . . .		6,635	4,704	4,892	4,505	6,311	5,429
	7	General Superintendence		735	737	...	...	...	...
	8	Wages of drivers and firemen, fueling, cleaning engines, etc.		1,694	1,948	...	...	...	...
	9	Fuel		1,348	1,501	...	...	...	...
	10	Water		761	813	...	...	...	...
	11	Oil, tallow and other stores		292	403	...	...	...	...
Carriage and Wagon.	12	Maintenance and renewal of { Locomotive engines . . .		3,219	2,823	...	...	...	...
		{ Machinery		85	104	...	...	...	...
	13	TOTAL* . . .		8,962	8,330	6,995	6,790	6,253	4,997
	14	General Superintendence		369	364	...	...	...	...
	15	Repairs and renewal of { Coaching vehicles . . .		281	473	...	...	...	...
		{ Goods		340	457	...	...	...	...
Traffic.	16	{ Machinery		24	37	...	...	...	...
		Cleaning and oiling		407	345	...	...	...	...
	17	TOTAL* . . .		1,422	1,676	2,611	2,589	1,762	1,550
	18	General Superintendence		563	558	...	...	...	...
	19	Station staff		3,885	3,110	...	...	...	...
	20	Train staff		322	290	...	...	...	...
General.	21	Fuel, lighting and general stores		768	874	...	...	...	...
	22	Clothing		112	13	...	...	...	...
	23	Printing, stationery and tickets		449	374	...	...	...	...
	24	Charges for delivery and collection of goods . . .		...	...	...	...	...	...
	25	TOTAL* . . .		9,027	7,804	7,871	8,243	10,171	10,596
	26	Home expenditure or General administration . . .		9,187	2,706	...	...	...	...
Miscellaneous.	27	Agent's Office		8,710	8,718	...	...	...	...
	28	Audit, accounts and pay office		2,100	600	...	...	...	...
	29	Stores Department		666	656	...	...	...	...
	30	Medical Department		782	767	...	...	...	...
	31	Rents and Miscellaneous		712	414	...	...	...	...
	32	Police		152	377	...	...	...	...
	33	Advertising . . . . .		...	...	...	...	...	...
	34	Electric telegraph		860	857	...	...	...	...
	35	TOTAL* . . .		23,169	15,094	6,715	6,446	3,431	3,279
	36	Law charges . . . . .		...	15	...	...	...	...
	37	Compensation . . . . .		...	4	...	...	...	...
	38	Rates and taxes		344	...	...	...	...	...
	39	Payments to other lines		705	657	...	...	...	...
	40	TOTAL* . . .		1,050	677	136	611	80	73
	41	Steam-boat service . . . . .		...	...	...	...	...	...
		GRAND TOTAL WORKING EXPENSES . . .		50,265	38,385	29,220	29,184	28,008	25,924

* Including all other items of expenditure not enumerated.

DIX 45—concluded.

Appendix 45.
Expenses under different heads.

(by systems) during each half-year of 1901—concl'd.

2' 6"		2' 0"								No.	
29		30		31		32		33			
Tezpur-Balipara. †		Darjeeling-Himalayan.		Howrah-Amta. †		Howrah-Sheakhala. †		Jorhat. †			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
...	...	14,649	13,116	...	...	...	...	...	...	1
...	...	10,214	10,190	...	...	...	...	...	...	2
...	...	10,985	8,057	...	...	...	...	...	...
...	...	3,443	6,153	...	...	...	...	...	...
...		
...	...	13,260	13,260	...	...	...	...	...	...	5
6,401	8,659	54,868	51,501	14,862	16,129	6,701	7,483	2,769	8,955	6	
...	...	3,292	3,478	...	...	...	...	...	...	7
...	...	14,762	14,055	...	...	...	...	...	...	8
...	...	25,712	20,878	...	...	...	...	...	...	9
...	...	1,104	534	...	...	...	...	...	...	10
...	...	3,166	3,718	...	...	...	...	...	...	11
...	...	22,526	16,450	...	...	...	...	...	...	12
...	...	213	293	...	...	...	...	...	...
7,696	7,377	79,741	65,761	26,468	19,229	7,647	5,184	32,732	8,272		13
...	...	2,972	3,076		14
...	...	5,584	5,976	...	...	...	...	...	...	15
...	...	19,741	13,650	...	...	...	...	...	...
...	...	75	65	...	...	...	...	...	...
...	...	1,809	1,849	...	...	...	...	...	...
2,360	2,203	29,889	24,389	5,619	3,860	1,732	993	3,004	3,072	17	
...	...	2,606	2,405	...	...	...	...	...	...	18
...	...	14,336	12,937	...	...	...	...	...	...	19
...	...	6,124	6,208	...	...	...	...	...	...	20
...	...	2,661	2,585	...	...	...	...	...	...	21
...	...	643	...	...	...	...	...	...	...	22
...	...	787	806	...	...	...	...	...	...	23
...	24	
8,314	8,255	31,439	29,253	22,107	21,996	10,006	9,859	7,636	8,255	25	
...	...	11,736	10,504	...	...	...	...	...	...	26
...	...	14,074	13,919	...	...	...	...	...	...	27
...	...	7,982	8,969	...	...	...	...	...	...	28
...	29	
...	...	2,635	2,916	...	...	...	...	...	...	30
...	...	2,620	2,166	...	...	...	...	...	...	31
...	32	
...	...	213	199	...	...	...	...	...	...	33
...	...	4,339	4,374	...	...	...	...	...	...	34
7,456	7,213	43,095	42,559	8,123	7,163	2,972	2,605	6,295	5,746	35	
...	...	198	956	...	...	...	...	...	...	36
...	...	95	12	...	...	...	...	...	...	37
...	...	4,129	4,451	...	...	...	...	...	...	38
...	39	
813	195	7,239	8,079	480	412	110	122	285	337	40	
...	41	
33,040	33,902	‡ 2,48,855	‡ 2,25,468	77,659	68,789	29,168	26,246	52,721	34,637		

† Details not furnished.

‡ Including special contribution to Provident Fund.

Appendix 46.

Analysis.

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.	5' 6"										
		Class : No.	1	2(a).	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)	
		Calen- dar year 1901.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	Raipur Dham- tari (2' 6")	Oudh and Rohil- khand.	North Western. †	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guarant- eed State.	
	DESCRIPTION OF RAILWAY WORKED.												
1	Gauge of railway . . . . .	...	5' 6"	5' 6"	5' 6"	5' 6"	2' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"
2	Mileage worked Miles	...	2,136'72	268 04	138'89	1,555'93	56'24	1,133'60	3,752'43	2,699'30	824'26	354'70	
3	Number of stations . . . No.	...	336	79	27	196	8	156	508	374	132	45	
4	Total length of the following gra- dients :—												
	(a) $\frac{1}{20}$ and less . . . Miles	...	1'58	...	...	...	...	...	71'12	19'31	...	...
	(b) $\frac{1}{10}$ to $\frac{1}{20}$. . . "	...	15'29	...	...	0'91	...	9'30	84'97	9'11	1'32	...
	(c) $\frac{1}{5}$ to $\frac{1}{10}$. . . "	...	29'06	...	...	30'11	...	6'41	165'95	73'29	0'50	79'19
	(d) $\frac{1}{4}$ to $\frac{1}{5}$. . . "	...	167'03	...	...	460'19	18'60	19'15	135'55	877'71	167'86	110'99
	(e) $\frac{1}{3}$ to $\frac{1}{4}$. . . "	...	121'49	2'45	...	136'97	1'95	22'56	125'73	308'78	47'98	18'22	
5	Steepest gradient worked—												
	(a) Inclination . . .	...	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	$\frac{1}{20}$	...	$\frac{1}{20}$
	(b) Length . . . Miles	...	3'98	2'45	...	0'40	2'41	2'25	6'52	5'85	...	2'52	
	FINANCIAL RESULTS.												
6	Percentage of net earnings (including steam-boat traffic (for each half- year on capital outlay . . . Per cent.)	Calen- dar year 1901 by half- years.	1st half 2nd "	5'07 4'76	2'20 4'13	2'23 2'76	1'83 1'18	1'76 —0'27	3'11 2'49	2'00 2'10	14'77 12'31	4'21 2'26	3'31 2'98
7	Percentage of net earnings for each half-year on paid up capi- tal Per cent.	1st half 2nd "	2'21 2'77	1'79 1'13	1'76 —0'27	52'78 51'50	3'79 2'20	2'80 2'56
	OUTLAY, EARNINGS AND EX- PENSES (Exclusive of Steam-boat Service.)												
8	Capital outlay per mile open . . R	1st half 2nd "	2,21,386 2,24,595	3,52,031 2,68,536	1,00,599 4,01,159	1,27,477 1,27,011	24,160 24,357	1,12,901 1,13,880	1,40,043 1,42,947	1,94,328 1,94,347	1,80,022 1,82,182	1,25,154 1,25,549	
9	Total earnings per mile open per week	1st half 2nd "	666 646	547 808	179 210	174 148	33 15	239 218	232 235	436 301	507 340	253 220	
10	Total working expenses per mile open per week	1st half 2nd "	228 232	317 373	100 111	82 88	17 18	102 107	120 116	180 175	190 176	93 76	
11	Total earnings per train-mile . .	1st half 2nd "	4'37 4'28	4'22 4'92	3'93 3'01	3'82 3'25	1'33 0'90	3'49 3'12	3'78 3'71	4'39 3'58	6'76 5'37	4'46 4'27	
12	Total working expenses per train-mile	1st half 2nd "	1'50 1'54	2'45 2'27	2'20 1'91	1'80 1'94	0'68 1'04	1'49 1'53	1'95 1'84	1'81 2'08	2'65 2'79	1'64 1'47	
13	Net earnings per train-mile . .	1st half 2nd "	2'87 2'74	1'77 2'65	1'73 1'70	2'02 1'31	0'65 —0'14	2'01 1'59	1'83 1'87	2'58 1'50	4'11 2'58	2'82 2'80	
14	Cost per 1,000 gross ton miles moved (freight and dead- weight)	1st half 2nd "	3'86 3'72	7'11 6'35	5'32 5'78	5'18 5'82	9'99 19'18	4'15 4'66	5'56 5'20	5'06 6'34	6'15 7'55	3'98 3'62	
15	Percentage of total working ex- penses on total earnings Per cent.	1st half 2nd "	33'93 35'29	57'99 46'10	55'88 52'86	47'11 59'63	51'42 115'94	42'57 48'93	51'70 49'53	41'22 58'15	39'25 51'89	36'66 34'36	
16	Percentage of total working ex- penses on total earnings, exclud- ing from both sides of the account the charges for carriage of revenue stores Per cent.	1st half 2nd "	32'58 33'65	58'25 45'90	55'72 52'72	45'65 58'00	50'87 116'46	40'03 47'36	50'03 47'78	40'13 57'08	38'57 50'63	35'50 33'22	
17	(Inclusive of Steam-boat Service.) Percentage of total working ex- penses on total earnings (for details, see items 123—29 Per cent.)	1st half 2nd "	34'50 36'06	57 99 46'10	55'88 52'86	47'11 59'63	51'42 115'94	42'57 48'93	51'78 49'56	41'22 58'15	39'25 51'89	36'66 34'36	

* 5' 6" gauge

† Includes Nowshera-Durgai

‡ Great Indian Peninsula railway only; Indian Midland

§ Indian Midland

|| Great Indian Peninsula railway only. Indian Midland

¶ Nizam's railway

* ** Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by

(by systems) during each half-year of 1901.

prepared by the railways not shown.

3' 3 3/4"														GAUGE.	
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	9 (g) to (j)	18	19	20	10 (c)	21	23	24	Class: No.	Serial number.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901.		
5' 6"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	3' 3 3/4"	...	1	
1,362'93	698'91	580'07	1,269'82	266'57	1,807'80	736'27	67'30	455'18	391'42	1,595'09	1,110'21	1,177'70	...	2	
272	110	85	222	47	250	71	7	64	42	218	182	186	...	3	
...	0'37	...	...	...	3'40	...	...	...	...	2'94	...	51'79	...	4	
22'84	0'64	1'26	...	6'41	0'23	...	...	0'07	...	48'37	...	27'23	...	5	
49'43	2'12	6'97	0'28	7'29	18'74	...	1'10	0'34	...	524'89	119'39	43'30	...	6	
270'68	18'57	80'86	5'11	4'40	306'40	159'82	30'75	121'23	221'73	246'89	207'91	147'83	...	7	
153'53	13'34	28'11	4'05	5'81	149'83	57'11	6'98	63'90	13'95	93'71	82'48	101'41	...	8	
20	30	63	500	70	...	120	100	87	133	20	100	22	...	9	
0'80	0'37	0'57	3'42	3'00	...	2'31	0'46	0'07	5'41	2'94	3'12	9'81	...	10	
2'25 1'98	2'93 3'68	0'38 0'27	3'35 2'27	5'7 2'91	6'47 4'15	1'91 3'39	2'44 2'18	2'51 1'09	2'50 1'36	1'22 0'64	3'61 3'49	2'96 1'70	Calendar year 1901 by half-years. 1st half 2nd "	11	
2'28 1'99	...	...	...	...	...	...	...	...	2'19 1'24	...	...	2'72 1'54	1st half 2nd "	12	
1,35,986 1,37,323	81,609 82,144	1,16,046 1,17,402	70,140 71,436	41,659 41,989	75,775 76,071	23,871 26,146	29,818 30,637	49,518 49,696	59,464 60,675	79,289 79,446	69,433 69,633	87,927 89,116	1st half 2nd "	13	
234 226	178 202	72 63	155 122	131 109	326 256	52 62	66 60	94 65	107 92	107 88	179 186	223 172	1st half 2nd "	14	
115 118	88 88	54 55	62 61	51 58	137 130	34 29	37 35	46 44	49 59	70 68	80 89	116 111	1st half 2nd "	15	
3'56 3'43	2'93 3'15	3'41 3'06	2'94 2'39	3'15 2'63	3'97 2'77	2'49 2'77	4'48 4'13	4'01 3'19	2'81 2'51	2'64 2'37	3'13 3'17	3'61 2'97	1st half 2nd "	16	
1'74 1'80	1'44 1'37	2'58 2'50	1'18 1'19	1'22 1'39	1'67 2'03	1'65 1'31	2'56 2'40	1'07 2'17	1'27 1'61	1'71 1'83	1'40 1'52	1'87 1'92	1st half 2nd "	17	
1'81 1'63	1'49 1'78	0'83 0'56	1'76 1'20	1'93 1'24	2'30 1'96	0'85 1'46	1'91 1'73	2'04 1'02	1'54 0'90	0'93 0'54	1'73 1'65	1'74 1'05	1st half 2nd "	18	
5'60 5'55	7'74 8'19	11'75 11'06	5'31 5'94	7'00 9'07	6'58 8'16	9'33 6'77	11'90 11'03	10'83 12'92	5'80 8'49	9'16 10'38	7'77 8'23	9'31 10'26	1st half 2nd "	19	
49'05 52'41	49'09 43'57	75'54 81'83	40'15 49'85	38'81 52'92	42'10 50'95	66'05 47'17	57'22 58'09	49'15 68'11	45'25 64'25	64'76 77'39	44'71 48'02	51'89 64'53	1st half 2nd "	20	
49'65 51'29	46'68 41'61	75'22 81'55	38'83 48'77	37'92 52'21	41'48 50'01	65'14 46'06	57'14 57'98	48'67 67'88	44'09 63'67	63'29 76'26	44'22 47'52	50'01 63'42	1st half 2nd "	21	
49'05 52'41	51'24 46'14	75'58 81'76	40'43 49'16	38'44 52'46	42'10 50'95	66'05 47'17	57'22 58'09	49'15 68'11	45'25 64'24	64'76 77'39	44'71 48'02	52'32 65'13	1st half 2nd "	22	

only.

(2' 6" gauge) railway for 1st-half only.

railway for 1st and 2nd halves 2'72 and 1'35 respectively.

railway only.

railway for 1st and 2nd halves 1,27,582 and 1,30,252 respectively.

only.

the Native States as separate undertakings from the Bhavnagar-Gondal-Junagad-Forbandar railway.

P. T. O.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 33"													GAUGE.	Serial number.
11 (a) & (c)	12 (b) to (d)	14	16	17 (a) & (b)	19 (g) to (f)	18	19	20	10 (c)	21	23	24	Class: No.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar	Hyderabad-Godavari-Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.	
38,68 38,78	15,56 15,72	7,80 8,03	18,45 18,45	3,76 4,10	62,55 59,26	5,89 5,33	65 61	5,26 5,11	4,02 5,46	28,08 27,48	21,86 24,16	33,20 33,15	1st half 2nd "	18
11,90 11,45	5,66 5,58	3,35 3,75	7,03 8,49	1,32 1,73	11,69 15,25	2,46 2,28	36 34	2,66 3,05	1,73 2,61	9,62 10,70	11,16 11,71	11,20 12,60	1st half 2nd "	
27,08 27,33	9,90 10,14	4,45 4,23	11,42 9,97	2,44 2,37	50,86 44,01	3,43 3,05	29 27	2,60 2,06	2,29 2,85	18,46 16,78	10,70 12,45	22,00 20,55	1st half 2nd "	19
31,11 30,54	14,12 13,75	6,37 5,17	19,35 20,81	4,07 3,76	36,88 37,29	3,89 4,66	53 50	5,78 4,80	3,97 3,85	16,48 14,45	27,23 27,47	29,47 24,48	1st half 2nd "	
1,062 1,033	465 516	134 166	812 907	1,36 1,43	1,061 1,091	162 190	14 14	156 157	136 155	671 685	892 866	669 685	1st half 2nd "	20
2,93 2,96	3,04 2,67	4,74 3,12	2,38 2,29	2,09 2,03	3,48 3,42	2,40 2,56	3,88 3,59	3,71 3,06	2,91 2,49	2,46 2,11	3,05 3,17	4,40 3,58	1st half 2nd "	
2,147 1,805	417 405	125 141	393 369	125 164	975 849	71 170	14 14	182 136	188 203	776 770	764 731	884 858	1st half 2nd "	21
6,665 7,256	1,424 1,515	268 313	819 832	722 891	4,096 3,608	563 713	36 39	1,166 854	1,135 1,205	2,709 2,414	2,685 3,484	4,368 3,367	1st half 2nd "	
914 878	5,853 5,785	119 124	2,325 2,614	273 290	10,337 9,801	68 62	1,105 997	1st half 2nd "	22
202,098 205,807	85,069 81,756	36,253 29,035	165,872 181,313	27,968 23,776	2,81,889 2,90,630	30,941 37,685	4,337 4,061	32,714 27,334	31,422 30,427	126,959 107,115	229,538 232,591	164,325 132,777	1st half 2nd "	
211,804 215,746	92,763 89,511	37,405 29,813	169,414 185,128	28,188 24,621	267,297 304,948	31,575 38,768	4,455 4,176	35,167 29,311	32,745 31,835	130,444 110,299	232,987 236,806	169,577 137,002	1st half 2nd "	23
2,121 1,791	552 526	146 170	523 500	146 130	2,555 2,443	251 225	21 19	160 139	134 163	830 844	604 572	709 806	1st half 2nd "	
11'01 12'91	13'87 13'70	15'22 15'09	12'89 12'58	23'91 26'90	13'27 13'35	17'14 13'62	18'00 18'00	11'21 11'28	11'38 10'39	11'24 11'30	11'66 11'39	14'50 15'02	1st half 2nd "	24
5'38 4'39	6'58 5'94	7'06 7'74	6'00 5'79	8'41 7'28	5'f4 6'08	6'00 5'96	9'00 9'00	5'51 5'61	4'76 4'36	5'02 5'04	5'91 4'98	6'26 6'96	1st half 2nd "	
4'50 4'50	2'76 3'07	4'50 4'50	3'04 3'05	4'00 4'00	2'08 2'98	3'00 3'00	4'00 4'00	1st half 2nd "	25
2'23 2'22	2'50 2'50	3'00 3'00	2'00 2'00	2'18 2'21	2'00 2'00	2'00 2'05	1'09 2'00	2'75 2'75	2'00 2'00	2'02 2'04	2'05 2'03	3'03 3'05	1st half 2nd "	
2'44 2'39	2'63 2'65	3'08 3'11	2'05 2'05	2'47 2'58	2'12 2'11	2'11 2'18	2'11 2'13	2'02 2'02	2'15 2'14	2'14 2'17	2'12 2'10	3'18 3'22	1st half 2nd "	26
37'08 38'99	49'36 51'46	47'43 41'58	43'69 39'36	58'30 67'56	30'22 29'84	32'56 38'86	33'82 32'10	47'81 47'76	44'34 53'67	44'72 44'68	46'18 51'73	38'76 35'68	1st half 2nd "	
11'01 12'91	13'87 13'70	15'22 15'09	12'89 12'58	23'91 26'90	13'27 13'35	17'14 13'62	18'00 18'00	11'21 11'28	11'38 10'39	11'24 11'30	11'66 11'39	14'50 15'02	1st half 2nd "	27
5'38 4'39	6'58 5'94	7'06 7'74	6'00 5'79	8'41 7'28	5'f4 6'08	6'00 5'96	9'00 9'00	5'51 5'61	4'76 4'36	5'02 5'04	5'91 4'98	6'26 6'96	1st half 2nd "	
4'50 4'50	2'76 3'07	4'50 4'50	3'04 3'05	4'00 4'00	2'08 2'98	3'00 3'00	4'00 4'00	1st half 2nd "	28
2'23 2'22	2'50 2'50	3'00 3'00	2'00 2'00	2'18 2'21	2'00 2'00	2'00 2'05	1'09 2'00	2'75 2'75	2'00 2'00	2'02 2'04	2'05 2'03	3'03 3'05	1st half 2nd "	
2'44 2'39	2'63 2'65	3'08 3'11	2'05 2'05	2'47 2'58	2'12 2'11	2'11 2'18	2'11 2'13	2'02 2'02	2'15 2'14	2'14 2'17	2'12 2'10	3'18 3'22	1st half 2nd "	29
37'08 38'99	49'36 51'46	47'43 41'58	43'69 39'36	58'30 67'56	30'22 29'84	32'56 38'86	33'82 32'10	47'81 47'76	44'34 53'67	44'72 44'68	46'18 51'73	38'76 35'68	1st half 2nd "	

and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.
converted into tons at the following rates, viz.:—
: : : : : 0 to ton.
: : : : : 0'08 "
: : : : : 0'06 "

Appendix 46.

Analysis.

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"										
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9(a) to (f)	10 (a) & (b)	
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Raipur Dham- tari (2' 6").	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State.	
COACHING TRAFFIC—contd.													
UNITS AND UNIT-MILEAGE—concl'd.													
Average number of units in a train—													
36	1st class	No.	{ 1st half 2nd ,,	1'34 1'36	1'36 1'35	0'36 0'48	0'85 0'89	0'14 0'07	1'18 1'21	1'50 1'22	1'07 2'19	2'16 1'75	2'29 2'25
37	2nd ,,	"	{ 1st half 2nd ,,	4'24 4'62	3'37 3'51	2'59 3'05	2'64 3'49	0'27 0'13	4'01 4'18	4'66 4'06	8'05 8'81	14'52 10'85	13'91 13'22
38	3rd or intermediate class	"	{ 1st half 2nd ,,	14'50 14'87	18'28 18'67	9'08 14'68	7'10 5'77	1'31 2'09	10'34 10'65	14'82 13'69	15'39 14'43	29'03 25'23	23'62 22'36
39	4th or lowest ,, ,,	"	{ 1st half 2nd ,,	202'33 213'25	189'60 149'67	193'80 229'69	250'60 216'05	124'69 81'80	158'76 155'47	180'53 173'97	113'61 119'87	202'13 169'51	253'12 240'83
40	Total passenger units	"	{ 1st half 2nd ,,	222'41 234'10	212'61 173'20	206'73 248'50	261'19 226'20	126'41 84'09	174'29 171'51	201'51 192'94	163'92 145'50	248'76 207'34	253'12 240'83
41	Other coaching traffic	Tons	{ 1st half 2nd ,,	2'94 3'56	1'43 1'32	1'38 1'54	1'28 1'37	0'42 0'36	1'23 1'34	1'78 2'21	2'60 2'20	3'10 2'63	2'03 1'70
VEHICLES AND VEHICLE-MILEAGE—													
Number of coaching vehicles (in thousands) hauled one mile—													
42	1st class	Vehicle-miles	{ 1st half 2nd ,,	4,372 4,762	608 622	118 89	1,192 1,190	3 3	1,324 1,469	3,324 3,613	4,302 4,541	910 915	366 364
43	2nd ,,	"	{ 1st half 2nd ,,	4,123 4,608	612 607	141 130	1,229 1,326	3 3	1,197 1,297	3,247 3,458	5,541 5,673	1,675 1,615	316 321
44	3rd or intermediate class	"	{ 1st half 2nd ,,	3,919 4,424	1,249 1,173	182 158	867 945	107 106	1,658 1,574	3,532 3,823	2,675 2,804	946 668	1,467 1,523
45	4th or lowest ,, ,,	"	{ 1st half 2nd ,,	28,720 30,829	4,029 4,143	939 858	9,411 10,078	106 106	7,676 8,585	22,148 25,052	16,475 16,745	6,759 6,757	1,523 1,523
46	Other vehicles	"	{ 1st half 2nd ,,	4,511 4,521	937 1,025	223 216	1,075 1,233	3 11	574 723	3,046 2,789	4,334 4,417	1,579 1,591	240 270
47	Brake-vans	"	{ 1st half 2nd ,,	5,273 5,500	565 557	152 142	1,662 1,823	21 24	1,899 2,066	4,619 5,054	4,758 4,947	1,025 1,035	272 273
48	Total	"	{ 1st half 2nd ,,	51,118 54,644	8,000 8,127	1,755 1,593	15,436 16,595	137 147	14,328 15,714	39,916 43,789	38,115 39,157	12,897 12,900	2,671 2,751
Average number of vehicles in a coaching train—													
49	1st class	No.	{ 1st half 2nd ,,	1'43 1'48	1'14 1'13	1'10 1'01	1'43 1'27	0'27 0'23	1'27 1'30	1'34 1'31	1'59 1'61	1'08 1'06	1'19 2'67
50	2nd ,,	"	{ 1st half 2nd ,,	1'42 1'44	1'15 1'10	1'32 1'47	1'47 1'41	0'27 0'23	1'15 1'15	1'31 1'25	2'05 2'01	2'80 1'57	1'06 2'36
51	3rd or intermediate class	"	{ 1st half 2nd ,,	1'29 1'38	2'35 2'12	1'70 1'80	1'04 1'01	9'19 9'19	1'59 1'40	1'43 1'38	0'99 0'99	1'13 1'12	4'78 11'18
52	4th or lowest ,, ,,	"	{ 1st half 2nd ,,	9'42 9'61	7'57 7'49	8'79 9'73	11'28 10'77	7'76 7'76	7'36 7'62	8'06 9'05	16'10 15'93	8'07 7'83	11'18 11'18
53	Other vehicles	"	{ 1st half 2nd ,,	1'48 1'41	1'76 1'85	2'22 2'44	1'29 1'31	0'27 0'78	0'55 0'64	1'23 1'01	1'60 1'57	1'88 1'84	0'78 1'98
54	Brake-vans	"	{ 1st half 2nd ,,	1'73 1'71	1'06 1'01	1'43 1'61	1'99 1'96	1'83 1'74	1'82 1'83	1'87 1'82	1'77 1'75	1'23 1'23	0'89 2'00
55	Total	"	{ 1st half 2nd ,,	16'77 17'03	15'03 14'70	16'43 1'806	18'50 17'73	11'83 10'74	13'74 13'94	16'14 15'82	14'10 13'86	15'3 14'95	8'70 20'19
Average earnings per coaching vehicle per miles—													
56	1st class	Pies	{ 1st half 2nd ,,	13'64 13'37	16'86 16'36	4'69 7'31	9'46 10'03	9'08 5'36	10'66 10'61	11'35 9'92	13'60 14'73	16'45 16'64	12'15 10'42
57	2nd ,,	"	{ 1st half 2nd ,,	18'42 19'53	20'13 20'71	14'77 17'91	12'46 13'78	7'06 4'25	18'36 19'02	15'30 14'70	18'78 18'69	33'55 29'25	26'18 23'65
58	3rd or intermediate class	"	{ 1st half 2nd ,,	36'76 35'28	23'97 26'59	20'68 28'18	21'64 18'36	27'56 21'88	20'02 23'08	31'21 29'87	46'50 43'48	79'26 67'15	45'46 41'80
59	4th or lowest ,, ,,	"	{ 1st half 2nd ,,	53'19 53'84	56'64 49'71	66'16 70'83	50'01 46'39	21'88 21'88	53'06 50'73	45'60 43'60	46'20 41'30	56'93 49'60	45'46 41'80
60	Other vehicles	"	{ 1st half 2nd ,,	58'97 74'27	40'72 35'47	26'37 26'09	41'55 38'71	61'52 16'82	80'83 184'04	48'70 73'74	54'59 51'48	50'78 42'44	56'16 41'30

* Third class by mail trains.

† Third class by other than mail trains.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 38"														GAUGE.	
11 (a) & (c)	2 (b) to (d)	14	16	17 (a) & (c)	9 to (g) (f)	18	19	20	10 (c)	21	23	24	Class : No.	Calen- dar year 1901 by half- years.	Serial number.
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Kumaon	Raj- putana- Malwa.	Jedh- pur- Bikaner.	Udaipur- Chitor.	Bhäv- nagar- Gondal- Junigad- Porbandar.	Hyder- abad- Godä- vāri Valley.	Southern Maharatta.	South Indian.	Burma.			
2'02 1'75	0'90 0'79	0'92 0'85	0'49 0'41	0'91 1'14	0'92 0'78	0'44 0'90	0'98 0'99	1'17 0'87	1'38 1'31	1'16 1'12	0'86 0'84	1'32 1'25	1st half 2nd "		36
6'26 7'02	3'06 3'96	2'00 1'89	1'01 0'92	5'31 6'23	3'86 3'31	3'47 3'75	2'62 2'78	7'48 5'45	8'32 7'80	4'04 3'52	3'01 4'02	6'53 4'92	1st half 2nd "		37
0'86 0'85	12'60 11'22	0'88 0'75	2'86 2'88	2'01 2'03	9'74 9'03	...	4'02 4'42	7'10 6'30	...	...	...	...	1st half 2nd "		38
190'33 199'18	181'10 158'63	275'06 175'01	204'19 199'84	199'02 162'82	265'75 266'29	190'77 199'52	315'16 290'77	210'00 174'53	230'33 196'74	189'31 156'32	257'40 268'63	245'62 193'96	1st half 2nd "		39
199'47 208'80	199'66 173'60	278'86 178'50	208'55 204'05	207'25 172'22	280'27 279'41	194'68 204'17	323'68 298'46	225'79 187'15	240'03 205'85	194'51 160'96	261'27 273'49	253'47 200'13	1st half 2nd "		40
2'00 1'73	1'19 1'02	1'08 1'02	0'64 0'55	1'07 0'91	2'41 2'24	1'55 1'18	1'54 1'37	1'08 0'89	0'98 0'70	1'24 1'23	0'68 0'66	1'05 1'18	1st half 2nd "		41
1,359 1,302	580 616	213 291	1,415 1,457	204 217	1,673 1,698	193 241	17 17	312 304	294 316	805 832	977 958	1,216 1,205	1st half 2nd "		42
1,585 1,442	540 621	210 273	1,283 1,359	174 200	1,604 1,617	225 260	17 19	433 410	305 313	901 894	1,213 1,185	1,614 1,567	1st half 2nd "		43
410 275	1,139 1,072	123 194	1,265 1,429	105 101	834 865	...	26 27	242 236	...	...	...	...	1st half 2nd "		44
8,564 8,581	5,056 5,311	2,077 2,079	12,022 12,973	1,612 1,602	17,072 18,100	1,970 2,450	242 223	1,881 1,845	1,845 1,502	8,604 8,077	12,794 12,551	10,668 10,551	1st half 2nd "		45
1,555 1,140	795 697	408 238	274 284	86 108	1,304 1,087	169 245	3 4	127 116	172 147	667 854	2,182 2,253	898 678	1st half 2nd "		46
...	484 531	190 234	1,471 1,665	257 280	3,145 3,202	492 556	49 51	411 402	273 309	1,220 1,049	2 3	912 1,182	1st half 2nd "		47
13,503 13,040	8,594 8,678	3,221 3,309	17,770 19,167	2,418 2,508	25,632 26,567	3,019 3,752	354 341	3,406 3,333	2,889 2,824	12,197 11,706	17,078 16,980	15,308 15,183	1st half 2nd "		48
1'31 1'26	1'25 1'19	1'58 1'75	1'76 1'61	1'50 1'32	1'58 1'56	1'19 1'27	1'20 1'22	2'00 1'94	1'04 2'04	1'20 1'21	1'09 1'14	1'82 1'76	1st half 2nd "		49
1'40 1'40	1'16 1'20	1'56 1'64	1'58 1'50	1'39 1'40	1'51 1'48	1'39 1'37	1'21 1'38	2'78 2'62	1'09 2'02	1'34 1'30	1'36 1'37	2'41 2'29	1st half 2nd "		50
0'39 0'27	2'45 2'08	0'92 1'17	1'56 1'58	0'77 0'70	0'79 0'79	...	1'87 1'93	1'56 1'63	...	...	...	...	1st half 2nd "		51
8'07 8'59	10'88 10'36	15'46 12'53	14'80 14'30	11'85 11'21	16'09 16'58	12'15 12'50	17'62 15'93	12'08 11'78	5'49 9'76	12'83 11'79	14'25 14'50	15'95 15'41	1st half 2nd "		52
1'46 1'10	1'71 1'35	3'04 1'44	0'36 0'31	0'63 0'75	1'23 1'00	1'04 1'29	0'22 0'27	0'82 0'74	0'61 0'95	0'99 1'25	2'45 2'60	1'34 0'99	1st half 2nd "		53
...	1'04 1'03	1'41 1'41	1'81 1'83	1'89 1'96	2'96 2'93	3'03 2'93	3'59 3'65	2'64 2'57	0'97 2'00	1'82 1'53	0'02 0'00	1'36 1'73	1st half 2nd "		54
12'72 12'62	18'49 17'21	23'07 19'94	21'87 21'13	17'03 17'54	24'16 24'31	18'80 19'76	25'71 24'38	21'88 21'28	9'20 16'77	18'18 17'08	19'15 19'61	22'88 22'18	1st half 2nd "		55
18'41 17'59	9'99 9'02	8'91 7'31	3'55 3'18	15'87 20'28	7'73 6'67	6'28 9'61	14'65 14'83	6'55 5'04	7'30 6'67	10'84 10'45	9'11 8'43	10'60 10'69	1st half 2nd "		56
22'57 22'10	17'36 14'59	9'80 8'88	3'83 3'55	34'67 32'48	14'41 13'56	14'97 16'39	19'43 18'02	14'84 11'70	17'70 16'69	15'09 13'60	13'08 14'66	16'95 14'96	1st half 2nd "		57
10'03 14'39	14'14 16'35	4'33 2'88	5'59 5'57	10'46 11'51	36'89 31'00	...	7'02 6'85	18'24 15'43	...	...	...	...	1st half 2nd "		58
52'70 51'50	42'07 38'29	53'18 42'85	27'59 27'94	36'70 32'08	33'04 32'07	31'42 31'81	35'65 36'49	47'82 40'74	40'67 40'33	29'87 27'10	37'00 37'62	46'70 38'38	1st half 2nd "		59
51'78 61'27	27'92 38'89	16'97 29'71	77'56 69'30	99'38 81'20	59'22 67'04	48'40 35'63	236'14 165'46	63'51 57'28	34'44 39'62	50'70 44'12	12'77 13'13	30'43 42'39	1st half 2nd "		60

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE Class: No.	5' 6".									
			1	2 (a)	3	4 (a)	4 (b)	6	7	(8) (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Raipur- Dham- tari (2' 6").	Oudh and Rohil- khand.	North Western	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaran- teed State.
61	COACHING TRAFFIC—contd. VEHICLES AND VEHICLE-MILEAGE— contd. Carrying capacity hauled one mile (excluding brakes) (in thousands)— 1st class Seats {	1st half	64,717	12,512	2,046	15,056	37	26,424	47,362	56,179	20,989	4,651
		2nd ,,	69,469	12,802	1,676	15,090	38	30,734	51,564	59,388	21,133	4,860
62	2nd ,, " {	1st half	95,879	15,787	3,150	21,872	37	32,019	63,469	145,864	73,383	5,611
		2nd ,,	102,557	15,621	2,741	23,580	38	34,976	67,324	148,475	70,749	7,213
63	3rd or intermediate class . . " {	1st half	197,359	67,446	9,947	31,674	...	58,037	119,692	*144,231	53,694	85,834
		2nd ,,	223,151	61,873	8,655	34,149	...	54,964	130,798	*153,711	54,618	
64	4th or lowest class . . . " {	1st half	1,693,100	234,818	51,778	495,389	3,264 4,212	452,057	1,150,487	†837,412	378,321	89,142
		2nd ,,	1,808,762	240,103	47,342	545,221							471,573	1,311,302	†848,187	375,890
65	Other vehicles Tons {	1st half	41,536	8,484	4,229	8,394	2	15,745	33,502	23,168	7,880	4,745
		2nd ,,	37,606	9,281	3,781	10,167	5	17,202	32,885	23,963	7,937	5,188
66	Percentage of freight upon capacity hauled— 1st class Per cent. {	1st half	6'31	5'80	1'89	4'70	4'50	4'65	7'85	9'48	8'63	6'67
		2nd ,,	6'27	5'81	2'56	5'53	2'60	4'44	6'55	10'44	7'14	6'30
67	2nd ,, " {	1st half	13'47	11'36	8'79	10'07	8'42	13'07	18'15	16'59	16'58	33'63
		2nd ,,	14'47	12'41	11'76	13'84	4'60	13'48	16'68	16'76	13'24	24'96
68	3rd or intermediate class . . " {	1st half	22'40	14'42	10'72	18'71	44'71 27'20	18'57	30'61	*28'85	46'73	37'43
		2nd ,,	21'39	16'69	14'97	15'80		21'84	28'98	*26'54	39'86	
69	4th or lowest intermediate class " {	1st half	36'44	42'07	40'01	42'20	36'61	38'80	38'80	†44'43	44'77	35'44
		2nd ,,	37'84	34'47	42'81	37'08		37'17	36'73	†39'94	38'92	
70	Other vehicles " {	1st half	21'58	9'00	3'49	12'68	325'66	8'13	13'11	30'37	32'92	8'36
		2nd ,,	30'42	7'87	3'60	12'64	96'05	8'80	18'57	25'99	28'65	4'47
71	WEIGHT OF TRAIN AND TON- MILEAGE. Gross ton-mileage of all coaching trains (in thousands)— Freight {	1st half	50,073	7,617	1,482	14,209	93	12,115	31,664	34,324	13,417	2,507
		2nd ,,	56,987	6,545	1,460	14,084	74	13,264	38,517	31,611	13,259	2,248
72	Dead weight {	1st half	693,518	117,247	24,860	202,254	577	227,473	564,287	616,533	196,734	37,096
		2nd ,,	848,229	120,798	21,940	232,992	629	238,673	627,414	639,563	199,541	37,889
73	Total {	1st half	743,591	124,864	26,342	216,463	670	239,788	598,951	650,857	212,151	39,603
		2nd ,,	885,216	127,343	23,400	247,076	703	251,937	665,931	671,194	212,800	40,137
74	Average weight of a coaching train— Freight Tons {	1st half	16'42	14'32	13'86	17'03	8'02	11'81	14'02	12'70	18'40	18'48
		2nd ,,	17'76	11'84	16'55	15'05	5'41	11'76	13'91	11'19	15'36	16'50
75	Dead weight " {	1st half	227'46	220'31	232'56	242'46	49'74	218'20	228'23	228'04	234'76	273'53
		2nd ,,	258'08	218'45	248'62	248'98	46'03	211'71	226'62	226'32	231'20	278'14
76	Total " {	1st half	243'88	234'63	246'42	250'49	57'76	230'01	242'25	240'74	253'16	292'01
		2nd ,,	275'84	230'29	265'17	261'03	51'44	223'47	240'53	237'51	246'56	294'64
77	COST OF WORKING AND PROFIT— Average cost of hauling a coach- ing train one mile R {	1st half	0'94	1'67	1'31	1'34	0'58	0'96	1'35	1'22	1'56	1'16
		2nd ,,	1'05	1'46	1'53	1'53	0'99	1'04	1'25	1'51	1'86	1'07
78	Average cost of hauling a coach- ing vehicle with its load one mile Pies {	1st half	12'02	22'03	16'81	15'63	11'09	15'39	18'12	18'98	21'12	12'61
		2nd ,,	13'12	20'52	17'89	18'70	21'04	16'53	17'18	23'89	26'04	11'28
79	Average cost of hauling a coach- ing unit one mile— Per passenger unit Pies {	1st half	0'73	1'30	1'09	0'92	0'85	1'01	1'18	1'24	1'07	0'80
		2nd ,,	0'78	1'39	1'02	1'21	2'07	1'11	1'15	1'73	1'53	0'77
80	Other traffic per ton " {	1st half	6'06	30'68	19'71	13'96	9'01	6'55	11'05	11'66	10'97	7'17
		2nd ,,	5'22	30'99	26'19	15'56	43'22	7'49	7'99	16'99	15'38	11'38
81	Average profit on working a coaching train one mile R {	1st half	2'61	1'45	2'30	2'16	0'85	1'68	1'51	1'25	2'62	2'42
		2nd ,,	2'69	1'33	2'83	1'60	—0'03	1'61	1'57	0'73	1'34	2'23
82	Average profit on working a coach- ing vehicle one mile— 1st class Pies {	1st half	1'62	—6'07	—12'12	—6'17	—2'01	—4'73	—6'77	—5'38	—1'67	—0'36
		2nd ,,	0'25	—4'16	—10'58	—8'67	—15'68	—5'92	—7'26	—9'16	—9'40	—0'86
83	2nd ,, " {	1st half	6'40	—2'80	—2'04	—3'17	—4'03	2'97	—2'82	0'20	12'43	13'57
		2nd ,,	6'41	0'19	0'02	—4'92	—16'79	2'49	—2'48	5'20	3'21	12'37
84	3rd or intermediate class . . . " {	1st half	24'74	1'04	3'87	6'01	16'47	4'63	13'09	*27'52	58'14	32'85
		2nd ,,	22'16	6'07	10'29	0'34		6'55	12'69	*19'59	41'11	
85	4th or lowest intermediate class . . " {	1st half	41'17	33'71	49'35	34'38	0'84	37'67	27'48	†27'22	35'81	30'52
		2nd ,,	40'72	29'19	52'94	27'69		31'20	26'42	†17'41	23'56	
86	Other vehicles " {	1st half	46'05	17'79	9'56	25'92	50'43	74'44	30'58	35'61	29'66	43'55
		2nd ,,	61'15	14'95	8'20	20'21	—4'22	67'51	56'56	27'59	16'40	30'02

* Third class by mail trains.

† Third class by other than mail trains.

DIX 46—contd.

(by systems) during each half-year of 1901—contd.

Appendix 46.
Analysis.

prepared by the railways not shown.

3' 33"													GAUGE.		Serial number.
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	19 (g) to (j)	18	19	20	10 (c)	21	23	24	Class: No.		
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Perbandar	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.		
16,000 15,998	7,205 7,409	1,974 2,839	13,473 13,830	2,444 2,603	17,503 17,764	2,288 2,886	205 218	3,166 2,852	5,700 5,849	6,460 6,678	8,521 8,618	9,951 9,460	1st half 2nd "	} 61	
20,932 27,024	6,479 7,297	3,276 4,251	19,569 20,766	1,586 2,396	19,565 19,401	2,810 3,264	200 233	5,534 5,220	7,061 7,351	11,189 11,077	15,231 14,903	18,708 17,612	1st half 2nd "		} 62
18,043 12,081	21,972 18,799	2,494 4,813	27,756 31,322	2,373 2,331	20,880 21,682	...	616 647	3,479 3,439	...	...	...	...	1st half 2nd "	} 63	
454,902 471,736	159,268 1,65,560	72,651 74,704	357,492 370,678	54,980 53,990	557,390 584,606	63,793 81,958	7,104 6,398	57,898 56,288	72,267 70,953	278,019 262,137	394,985 390,446	318,251 316,685	1st half 2nd "		} 64
7,142 4,800	4,099 3,645	2,210 738	784 730	460 572	8,435 6,110	1,516 2,183	16 15	460 419	1,068 988	1,772 2,548	5,273 5,433	3,900 3,666	1st half 2nd "	} 65	
12'71 11'28	5'79 5'47	6'31 4'95	2'96 2'67	5'10 6'28	5'57 4'78	3'09 5'90	6'61 6'40	5'75 4'77	3'25 3'47	12'01 11'51	8'96 8'48	8'88 9'07	1st half 2nd "		} 66
22'20 26'85	21'98 20'50	8'19 7'37	4'19 4'01	45'53 37'19	20'94 18'50	20'02 21'84	17'98 16'69	21'06 16'37	16'07 16'40	24'21 21'79	17'63 23'38	23'35 19'12	1st half 2nd "	} 67	
5'07 7'27	26'64 30'77	4'75 2'59	8'38 8'34	11'52 11'44	49'51 45'48	...	9'52	31'78 28'69	...	...	...	...	1st half 2nd "		} 68
44'43 43'63	53'41 49'41	50'86 38'87	46'40 48'91	49'23 43'11	50'57 49'71	48'50 46'22	61'05 63'48	56'50 48'10	43'48 42'88	45'67 40'86	58'11 59'57	51'63 41'93	1st half 2nd "	} 69	
28'89 37'31	13'46 14'44	6'58 23'02	65'05 68'43	31'75 22'64	30'29 39'98	16'37 10'29	131'36 128'84	36'70 3'13	12'51 10'97	46'85 33'12	11'45 10'52	18'07 21'98	1st half 2nd "		} 70
15,048 14,953	6,163 5,944	2,404 1,959	10,720 11,639	1,857 1,631	20,514 20,846	2,160 2,572	290 271	2,309 1,920	2,212 2,051	8,742 7,541	14,667 14,879	11,002 11,783	1st half 2nd "	} 71	
107,3' 8 191,278	66,959 62,179	26,797 29,861	121,870 131,209	16,888 17,404	157,097 166,111	24,161 31,150	2,757 2,696	22,228 21,680	27,771 28,748	96,221 95,532	128,849 127,357	109,252 111,082	1st half 2nd "		} 72
212,406 205,231	73,122 68,123	29,201 31,820	132,590 142,848	18,745 19,035	177,611 186,957	26,321 33,722	3,017 2,997	24,537 23,600	29,883 30,799	104,063 103,073	143,516 142,236	120,254 122,865	1st half 2nd "	} 73	
14'17 14'47	13'27 11'53	17'89 11'81	13'20 12'83	13'65 11'41	19'34 19'10	13'32 13'54	21'06 19'40	14'83 12'26	15'48 13'26	13'03 11'01	16'45 17'18	16'44 17'21	1st half 2nd "		} 74
185'87 185'12	144'12 170'59	199'46 179'99	150'02 144'61	124'17 121'74	18'10 152'20	148'97 164'53	200'15 192'99	142'71 138'43	203'58 185'88	143'48 139'41	144'40 147'09	163'30 162'27	1st half 2nd "	} 75	
200'04 199'59	157'39 132'12	217'35 191'80	163'22 157'44	137'82 133'15	167'44 171'30	162'29 178'07	221'41 212'39	157'54 150'69	219'05 199'14	156'51 150'42	160'94 164'27	179'74 179'48	1st half 2nd "		} 76
1'12 1'11	1'22 1'08	2'49 2'26	0'87 0'94	0'07 1'21	1'10 1'40	1'51 1'20	2'64 2'47	1'71 1'95	1'27 1'69	1'43 1'56	1'25 1'35	1'67 1'84	1st half 2nd "	} 77	
16'92 16'86	11'41 12'83	19'95 21'76	8'29 9'31	11'56 14'88	9'98 12'53	18'44 13'71	22'87 22'88	17'03 19'98	14'37 21'96	16'83 19'28	12'54 13'24	14'94 17'28	1st half 2nd "		} 78
0'97 0'93	1'04 1'06	1'50 2'10	0'78 0'86	0'85 1'27	0'70 0'91	1'40 1'06	1'53 1'55	1'38 1'91	0'95 1'49	1'32 1'71	0'81 0'83	1'20 1'68	1st half 2nd "	} 79	
11'09 10'39	22'91 23'37	54'99 56'97	5'17 5'87	9'04 13'55	5'96 6'78	15'20 12'13	7'04 7'12	14'07 18'69	16'52 26'73	14'38 20'59	43'63 50'01	17'43 14'33	1st half 2nd "		} 80
1'81 1'85	1'82 1'59	2'25 0'86	1'51 1'35	2'02 1'42	2'38 2.02	0'89 1'36	1'24 1'12	2'00 1'11	1'64 0'80	1'03 0'55	1'80 1'82	2'73 1'74	1st half 2nd "	} 81	
1'49 1'03	—3'42 —3'81	—11'04 —14'45	—4'74 —6'13	4'31 5'40	—2'25 —5'86	—12'16 —4'10	—8'22 —8'05	—10'48 —14'94	—7'07 —15'29	—5'99 —8'33	—3'43 —4'81	—4'34 —6'59	1st half 2nd "		} 82
5'65 5'24	3'95 1'76	—10'15 —12'88	—4'46 —5'76	23'11 17'60	4'43 1'03	—3'47 2'68	—3'44 —4'86	—2'19 —8'28	3'33 —5'27	—1'74 —5'68	0'54 1'42	2'01 2'32	1st half 2nd "	} 83	
6'89 —2'47	0'73 3'72	—15'62 —18'88	—2'70 —3'74	—1'10 —3'37	26'91 21'47	...	—14'95 —16'03	1'21 —4'55	26'30 18'37	13'04 7'82	24'46 24'38	31'76 21'10	1st half 2nd "		} 84
35'78 34'64	28'66 25'46	33'43 21'09	19'30 18'63	25'14 17'20	23'06 19'54	12'98 18'10	12'78 13'61	30'79 20'76	26'30 18'37	13'04 7'82	24'46 24'38	31'76 21'10	1st half 2nd "	} 85	
34'86 44'41	14'53 26'06	—2'98 7'95	69'27 59'99	87'82 66'32	49'24 54'51	29'96 21'92	213'27 142'58	46'48 37'30	20'07 17'66	38'87 24'84	0'23 —0'11	15'49 25'11	1st half 2nd "		} 86

Appendix 46.
Analysis.

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. Class : No.	5' 0"									
			1	2(a).	3	4 (a)	4 (b)	6	7.	8(a) to (g)	9(a) to (f)	10 (a, & (b))
			East Indian.	Eastern Bengal	Bengal Central.	Bengal- Nagpur	Raipur- Dham- tari (2' 6").	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guarant- eed State.
COACHING TRAFFIC—concl'd. COST OF WORKING AND PROFIT— concl'd. Average profit on working a coaching unit one mile—												
87	Per passenger unit . . . Pies	1st half	1' 94	1' 18	2' 01	1' 45	1' 19	1' 61	1' 24	1' 12	1' 49	1' 52
		2nd "	1' 84	1' 32	2' 09	1' 22	—0' 02	1' 54	1' 27	0' 67	1' 06	1' 52
88	Other traffic per ton . . . "	1st half	23' 62	19' 31	20' 08	28' 03	30' 35	33' 74	21' 83	21' 97	19' 95	26' 79
		2nd "	24' 13	18' 78	15' 14	21' 54	—6' 74	32' 66	25' 68	19' 76	14' 30	36' 82
GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (In thousands.)												
89	Receipts from goods traffic . . . R	1st half	25,683	18,80	1,12	37,94	30	36,52	1,50,82	2,36,56	72,15	17' 76
		2nd "	23,434	3,27	3' 40	27,45	10	29' 46	1,44,41	1,44,09	43,64	15' 11
90	Goods train-miles run . . . No.	1st half	5,407	370	58	1,003	25	975	3,536	4,282	734	387
		2nd "	51' 75	5' 92	1' 22	905	12	931	3,351	3,073	492	3' 38
91	Average goods receipts per train-mile R	1st half	4' 75	5' 08	1' 04	3' 78	1' 21	3' 77	4' 27	5' 52	9' 83	4' 60
		2nd "	4' 53	6' 47	2' 79	3' 03	0' 80	3' 17	4' 31	4' 72	8' 87	4' 46
UNITS AND UNIT-MILEAGE— (In thousands.)												
92	Tons of goods carried one mile	1st half	1,089,970	51,962	3,363	130,036	704	132,169	559,202	643,051	194,963	57,772
		2nd "	1,059,276	79,365	88' 97	99,616	240	107,270	560,505	413,980	112,426	49,258
93	Average sum received for carrying a ton one mile . . . Pies.	1st half	4' 53	6' 95	6' 38	5' 60	8' 32	5' 15	5' 18	7' 06	7' 11	5' 90
		2nd "	4' 25	9' 26	7' 34	5' 29	7' 78	5' 27	4' 95	6' 72	7' 45	5' 89
94	Average number of tons in train Tons	1st half	201' 59	140' 42	53' 32	129' 63	27' 84	135' 50	158' 15	150' 18	265' 67	149' 47
		2nd "	204' 70	134' 15	72' 93	110' 72	19' 67	115' 27	167' 26	134' 71	228' 49	145' 57
VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile— (In thousands.)												
95	Loaded Vehicle-miles	1st half	103,486	8,486	605	18,501	159	19,565	64,672	78,422	23,015	5,658
		2nd "	92,706	11,011	1,710	15,570	55	16,437	63,561	59,510	14,288	4,714
96	Empty "	1st half	45,335	2,514	215	7,952	60	5,948	24,236	34,678	7,110	3,741
		2nd "	46,917	5,370	1,254	6,850	27	6,267	23,801	18,963	4,319	3,130
97	Brake-vans "	1st half	4,587	3' 0	41	1,988	30	1,198	4,144	8,018	648	749
		2nd "	4,487	611	104	1,835	11	1,141	3,876	6,039	394	664
98	Total "	1st half	153,108	11,380	860	28,739	255	26,714	93,052	121,118	30,773	10,148
		2nd "	144,110	16,922	3,068	24,225	93	23,845	91,238	84,512	19,001	8,508
Average number of vehicles in a goods train—												
99	Freight vehicles No.	1st half	27' 52	29' 73	14' 21	26' 67	8' 01	26' 16	25' 15	26' 42	41' 05	19' 73
		2nd "	26' 98	27' 69	24' 30	24' 77	6' 68	24' 40	26' 07	25' 54	37' 82	23' 18
100	Brake-vans "	1st half	0' 90	1' 02	0' 7	1' 98	1' 20	1' 23	1' 17	1' 87	0' 88	1' 57
		2nd "	0' 87	1' 03	0' 85	1' 99	0' 88	1' 22	1' 16	1' 96	0' 80	1' 96
101	Total "	1st half	28' 42	30' 75	14' 92	28' 65	10' 11	27' 39	26' 32	28' 29	41' 93	21' 30
		2nd "	27' 85	28' 72	25' 15	26' 76	6' 56	25' 62	27' 73	27' 50	38' 62	25' 14
102	Average earnings per goods vehicle per mile (exclud- ing brakes) Pies	1st half	33' 14	32' 81	26' 17	27' 23	26' 00	27' 70	32' 57	40' 16	45' 99	36' 29
		2nd "	32' 23	44' 86	22' 02	23' 51	22' 90	24' 91	31' 74	35' 48	45' 03	36' 93
103	Carrying capacity hauled one mile (excluding brakes) Tons	1st half	2,128,229	128,426	11,975	385,744	1,178	285,314	1,132,139	1,525,770	366,574	124,199
		2nd "	2,029,717	192,464	43,312	328,388	430	257,292	1,121,536	1,050,156	239,722	95,436
104	Percentage of freight upon capacity hauled Per cent.	1st half	51' 21	40' 46	28' 08	33' 62	59' 78	46' 32	49' 39	42' 15	53' 19	47' 67
		2nd "	52' 19	41' 24	20' 34	30' 34	55' 80	41' 69	49' 98	39' 04	46' 90	51' 61
105	Average load of a goods vehicle (including both loaded and empty) Tons.	1st half	7' 32	4' 72	4' 10	4' 90	3' 12	5' 18	6' 29	5' 69	6' 47	6' 15
		2nd "	7' 59	4' 85	3' 00	4' 44	2' 94	4' 72	6' 42	5' 28	6' 04	6' 28
106	Average load of a loaded goods vehicle "	1st half	10' 53	6' 12	5' 56	6' 92	4' 42	6' 75	8' 65	8' 20	8' 47	10' 19
		2nd "	11' 43	7' 21	5' 20	6' 40	4' 40	6' 53	8' 82	6' 96	7' 87	10' 45
WEIGHT OF TRAIN AND TON- MILEAGE— Gross ton-mileage of all goods trains— (In thousands.)												
107	Freight Tons	1st half	1,089,970	51,962	3,363	130,036	704	132,169	559,202	643,051	194,963	57,772
		2nd "	1,059,276	79,365	8,807	99,616	240	107,270	560,505	413,980	112,426	49,258
108	Dead-weight "	1st half	1,328,102	104,600	10,122	267,286	1,119	230,840	897,492	1,143,148	246,074	100,562
		2nd "	1,340,368	160,577	31,273	231,579	444	244,140	873,455	807,506	155,341	85,491
109	Total "	1st half	2,418,072	156,562	13,485	397,322	1,823	363,009	1,451,694	1,786,199	441,937	158,334
		2nd "	2,399,644	239,942	40,170	331,225	684	351,410	1,433,960	1,121,486	267,767	134,749

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 38"														GAUGE.	Serial number.
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	9 (g) to (j).	18	19	20	10 (c)	21	23	24	Class: No.	Calendar year 1901 by half- years.	
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Kumaon.	Raj- putana- Malwa	Jodhpur- Bikaner.	Udaipur- Chitor.	Bhav- nagar- Gondal- Junagad- Porbandar.	Hydera- bad- Godavari Valley.	Southern Mahratta	South Indian.	Burma.			
1'47 1'46 26'89 28'60	1'59 1'59 26'45 28'09	1'58 1'01 —7'46 —15'39	1'28 1'19 38'52 33'49	1'62 1'31 49'26 54'10	1'42 1'20 24'26 23'06	0'71 1'12 17'36 16'73	0'58 0'58 26'78 24'98	1'54 1'01 33'74 29'07	1'20 0'65 27'82 26'94	0'82 0'46 30'34 24'09	1'31 1'27 2'55 1'72	1'98 1'54 21'33 21'35	1st half 1st half 2nd "	87 88	
50,09 47,13 1,268 1,296 3'95 3'64	17,69 22,72 6'37 652 2'78 3'48	4,07 4,74 182 173 2'24 2'74	29,34 17,83 904 776 3'25 2'30	5,41 3,67 181 145 3'00 2'54	1,14,13 79,92 2,796 1,925 4'08 4'15	5,13 6'66 207 2'37 2'47 2'81	61 56 12 12 5'12 4'68	5,13 2,77 121 85 4'23 3'25	5,93 4,94 247 2,17 2,40 2,28	27,29 21,29 1,016 860 2'69 2'48	23,21 24,53 759 227 3'06 2'97	35,38 27,35 1,150 1,090 3'08 2'51	1st half 2nd " 1st half 2nd " 1st half 2nd "	89 90 91	
155,190 151,019 6'20 5'69 122'37 116'54	40,757 45,089 8'33 9'68 64'01 69'12	14,639 15,678 5'35 6'73 80'54 91'73	67,681 67,367 5'77 5'08 108'07 86'77	13,923 10,325 7'42 6'83 77'47 71'31	354,507 251,739 6'18 6'10 126'81 130'77	14,226 16,423 6'92 7'78 68'64 69'32	827 806 14'05 13'42 70'01 67'05	8,857 5,087 11'12 10'46 72'93 59'72	11,454 16,460 9'94 9'06 40'32 48'22	76,569 58,864 59,077 8'76 6'94 75'39 68'45	50,889 59,077 8'76 7'85 67'08 72'55	96,230 74,946 7'06 8'05 83'64 68'74	1st half 2nd " 1st half 2nd " 1st half 2nd "	92 93 94	
20,859 21,075 9,145 9,351 4,006 4,344	11,146 16,032 2,674 28,98 679 730	2,620 2,698 1,450 1,272 254 2'66	17,081 13,268 5,800 6,030 1,146 1,022	2,831 2,070 1,428 1,092 246 197	62,957 44,149 25,002 14,094 2,548 1,609	2,753 3,267 1,392 1,713 56 86	177 166 135 126	2,417 1,517 759 772 71 38	3,393 2,458 1,058 1,156 449 394	17,282 13,991 5,538 4,478 1,295 1,134	11,697 11,806 3,470 3,886 461 474	21,115 17,318 8,811 8,054 1,468 1,406	1st half 2nd " 1st half 2nd " 1st half 2nd "	95 96 97	
34,010 35,370	14,499 14,690	4,324 4,236	24,027 20,320	4,505 3,359	91,107 60,452	4,201 5,146	312 292	3,247 2,327	4,900 4,008	24,115 19,603	15,637 16,166	31,394 27,228	1st half 2nd "	98	
23'66 23'94 3'16 3'35	21'70 21'40 1'07 1'12	22'39 22'95 1'40 1'53	25'31 24'86 1'27 1'31	23'58 21'84 1'37 1'36	31'68 30'57 0'91 0'83	20'00 21'36 0'27 0'36	26'46 24'29	26'16 23'86 0'58 0'45	11'62 16'66 1'17 1'82	22'47 21'47 1'28 1'32	20'00 18'98 0'61 0'58	26'01 23'68 1'28 1'29	1st half 2nd " 1st half 2nd "	99 100	
26'82 27'29	22'77 22'52	23'79 24'48	26'58 26'17	24'95 23'20	32'59 31'40	20'27 21'72	26'46 24'29	26'74 27'31	12'79 18'48	23'75 22'79	20'61 19'56	27'29 24'97	1st half 2nd "	101	
32'05 29'16	24'57 31'25	19'18 22'92	24'62 17'74	24'39 22'30	24'74 26'08	23'75 25'26	37'18 37'04	31'01 23'25	26'58 26'23	22'06 22'13	29'36 30'02	22'70 20'34	1st half 2nd "	102	
388,804 407,086	91,211 92,987	38,173 30,020	186,345 158,038	36,075 26,906	742,799 494,918	30,728 47,929	2,272 2,132	19,028 13,800	41,672 32,985	156,101 127,052	97,008 100,959	208,114 185,688	1st half 2nd "	103	
39'91 37'10	41'68 48'49	38'35 41'76	52'42 42'63	38'79 38'38	47'73 50'86	46'30 38'20	36'30 37'78	46'54 36'86	27'48 31'71	48'99 46'33	51'92 59'41	46'24 40'36	1st half 2nd "	104	
5'17 4'87	2'95 3'23	3'59 4'00	4'27 3'49	3'29 3'27	4'00 4'28	3'43 3'25	2'64 2'75	2'79 2'22	2'57 2'89	3'36 3'13	3'35 3'82	3'22 2'90	1st half 2nd "	105	
7'44 6'97	3'66 4'08	5'59 3'87	5'72 5'08	4'94 4'92	5'63 5'70	5'17 5'02	4'66 4'84	3'66 3'35	3'38 4'25	4'43 4'21	4'35 5'08	4'56 4'33	1st half 2nd "	106	
155,190 151,019 327,992 341,199	40,758 45,089 87,069 78,774	14,639 14,878 24,168 22,800	97,681 67,367 117,479 100,367	13,993 10,325 20,884 15,850	354,507 251,738 418,184 287,783	14,226 16,423 22,561 28,649	8,27 8,06 1,573 1,511	8,857 5,087 15,191 10,843	11,454 10,460 28,062 23,069	76,569 58,865 124,825 102,797	50,889 59,077 86,810 91,279	96,230 74,946 140,662 125,399	1st half 2nd " 1st half 2nd "	107 108	
483,182 492,218	127,827 123,863	38,807 38,678	215,160 167,734	34,877 26,175	772,691 539,521	36,787 45,072	2,400 2,317	24,048 15,930	39,516 33,529	201,394 161,662	137,699 151,256	216,292 200,345	1st half 2nd "	109	

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE. CLASS: No.	5' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur.	Raipur Dham- tari (2' 6").	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
	GOODS TRAFFIC— <i>concl'd.</i>											
	WEIGHT OF TRAIN AND TON- MILEAGE— <i>concl'd.</i>											
	Average weight of a goods train—											
110	Freight Tons	1st half	201 59	140'42	58'32	129'63	27'84	135'50	158'15	150'19	265'67	149'47
		2nd "	204'70	131'15	72'91	110'07	19'07	115'27	167'26	134'71	228'42	145'57
111	Dead weight "	1st half	245 64	242 67	175 52	260'46	44 21	236'66	252'42	2'6'98	335 32	260' 8
		2nd "	259'03	271'43	256'35	235'81	36'35	262'35	260'66	2'2'77	315'71	252'65
112	Total "	1st half	447 23	423 09	233'84	396'02	72'05	372'16	410'57	417'17	600'91	409'65
		2nd "	463'73	405'58	329'28	365'58	56'05	377'62	427'92	397'48	544'20	398'22
	COST OF WORKING AND PROFIT.											
113	Average cost of hauling a goods train one mile . . . R	1st half	1'73	3 01	1'25	2'05	0'72	1'55	2'18	2'11	3'70	1'63
		2nd "	1'76	2'57	1'90	2'13	1'08	1'76	2'21	2'52	4'11	1'44
114	Average cost of hauling a goods vehicle with its load one mile Pies	1st half	12'04	19'43	16'23	14 77	15'51	11'35	17'43	15'35	17'30	12'87
		2nd "	12'52	17'87	15'04	16'53	30'89	13'86	16'40	18'95	20'86	11'56
115	Average cost of hauling a goods unit (<i>vis.</i> , one ton) one mile "	1st half	1 64	4'11	4'10	3'04	4 06	2'10	2'77	2'70	2'67	2'09
		2nd "	1'65	3'69	5'01	3'72	10'49	2'93	2'56	3'59	3'45	1'90
115a	Average cost of hauling a goods unit one mile, includ- ing interest on capital expen- ded on op n line at the rate of 5 per cent. per annum "	1st half	3'25	7 77	9'01	7'89	11'73	5'04	6'07	5'00	5'22	5'00
		2nd "	3'25	6'53	8'48	9'37	21'00	6'37	5'72	6'87	7'14	5'18
116	Average profit on working a goods train one mile . . . R	1st half	3'02	2'07	0'81	1'73	1'41	2'22	1'99	3'41	6'13	2'97
		2nd "	2'77	3'90	0'59	0'90	—0'28	1'41	2'10	2'20	4'76	3'02
117	Average profit on working a goods vehicle with its load one mile Pies	1st half	21'10	11'38	9'34	12'46	10'49	16'15	15'14	24'81	28'69	23'42
		2nd "	19'71	26'92	6'95	6'98	—7'99	11'05	15'34	16'53	24'17	25'02
118	Average profit on working a goods unit (<i>vis.</i> , one ton) one mile "	1st half	2'89	2 94	2'25	2'56	3'36	3'16	2'41	4'36	4'44	3'81
		2nd "	2'60	5'57	2'33	1'57	—2'71	2'34	2'39	3'13	4'00	3'99
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic Per cent	1st half	29 18	43'57	59'65	41'63	33 75	39'04	31'12	21'83	30'11	20'86
		2nd "	33'37	27'39	50'77	48'93	56'72	46'46	34'41	30'00	37'93	22'16
120	Goods traffic "	1st half	69'30	49'33	17'26	54'08	62'17	52'25	66'47	77 20	67'94	76'29
		2nd "	65'14	67'94	44'36	45'83	41'85	45'87	63'66	68'74	59'95	74'55
121	Sundries, including tele- graph "	1st half	1'27	7'10	23'09	4'29	4'08	5'71	2'37	0'97	1'95	2'85
		2nd "	1'18	4'67	4'37	5'24	1'43	7'67	1'92	1'25	2'12	3'29
122	Steam-boat earnings "	1st half	0'25	...	...	...	...	...	0 04	...	...	...
		2nd "	0'31	...	...	...	...	...	0'01	...	...	...
	TOTAL "	1st half	100'00	100'00	100'00	100'00	100'00	100'00	100 00	100'00	100'00	100'00
		2nd "	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00	100'00
	Percentage of Working Expenses on Total Earnings—											
122	Maintenance Per cent	1st half	8 73	15'40	13'89	11'09	16'25	11'14	11'40	7'23	6'90	8'98
		2nd "	9'24	8'01	12'17	15'36	40'98	14'26	12'35	9'77	10'38	5'90
124	Locomotive expenses "	1st half	9'74	12'75	12'27	13'31	15'31	14'30	21'32	18'15	15'90	11'45
		2nd "	11'00	14'92	10'83	16'32	38'06	15'25	20'43	25'04	19'17	12'19
125	Carriage and wagon expenses "	1st half	2'85	8'27	2'06	3'09	1'16	3'10	6'47	3'87	5'05	2'20
		2nd "	3'24	5'33	2'72	5'50	8'39	3'85	4'13	26'41	6'96	2'84
126	Traffic expenses "	1st half	6 79	14'31	9'65	8'44	9'72	8'10	7'62	6'41	5'87	5'04
		2nd "	6'80	10'95	10'28	10'46	11'99	9'36	7'83	9 06	7 79	6'49
127	General charges "	1st half	3'14	5'21	12'16	6'88	7'96	3'77	3'56	3'47	3'48	6'17
		2nd "	3'30	3'33	10'30	8'15	14'21	4'28	3'46	5'05	4 73	5'40
128	Miscellaneous expenses "	1st half	2'05	2'05	5'85	3'40	1'02	2'06	1'32	2'09	2'11	0'97
		2nd "	2'23	3'06	6'56	3'84	1'71	1'93	1'32	2'82	9'86	1'54
129	Steam-boat expenses "	1st half	0'30	...	...	...	...	...	0'09	...	...	...
		2nd "	0'25	...	...	...	...	...	0'04	...	...	...
130	TOTAL WORKING EXPENSES "	1st half	34'50	57'90	55'88	47'11	51'42	42'57	51'78	41'22	39'25	36'66
		2nd "	35'06	46'10	52'86	59'63	115'94	48'93	49'56	58'15	51'89	34'36

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 33"													Gauge.		Serial number.
11(a) to (c)	2 (b) to (d)	14	16	17(a) & (b)	19(g) to (f)	18	19	20	10 (c)	21	23	24	Class: No.	Calendar year 1901 by half years	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North Western.	Rohilkund and Kumaon	Rajputana Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar and Junagad Porbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.			
122'37 116'54 258'63 263'29	64'01 69'12 136'74 120'77	80'54 91'79 132'97 131'80	108'07 86'78 129'06 129'28	77'47 71'30 115'03 109'46	126'81 150'77 149'58 149'49	68'64 69'32 108'80 120'93	70'01 67'05 131'21 125'71	72'03 97'71 125'09 127'29	46'37 48'22 113'45 100'35	75'30 68'45 122'91 119'53	67'08 72'55 114'43 110'42	83'64 68'74 121'74 115'01	1st half 2nd ,, 1st half 2nd ,,	110 111	
381'00 379'83	200'75 189'89	213'51 223'59	238'05 216'06	103'10 180'76	276'39 280'26	177'50 190'25	203'22 192'76	198'02 187'00	159'76 154'57	198'30 187'98	181'51 182'97	205'38 183'75	1st half 2nd ,,	112	
2'14 2'11	1'51 1'55	2'45 2'47	1'26 1'28	1'35 1'64	1'82 2'29	1'66 1'29	2'42 2'24	2'44 2'42	0'03 1'31	1'82 1'95	1'41 1'51	1'01 1'88	1st half 2nd ,,	113	
17'33 16'91	13'75 13'95	20'98 20'69	9'58 9'92	11'01 14'41	11'03 14'36	15'90 11'58	17'55 17'72	15'74 17'27	9'09 15'12	15'53 17'45	11'54 15'24	14'12 15'28	1st half 2nd ,,	114	
3'35 3'47	4'66 4'32	5'83 5'17	2'24 2'84	3'15 4'41	2'75 3'36	4'63 3'57	6'63 6'42	5'65 7'77	3'84 5'22	4'63 5'47	4'04 3'99	4'39 5'26	1st half 2nd ,,	115	
7'33 7'73	8'92 8'16	13'67 12'46	5'08 6'44	7'35 7'75	4'31 5'37	7'85 6'64	18'29 18'70	11'68 16'34	9'46 11'07	9'01 11'86	7'70 7'28	7'88 9'55	1st half 2nd ,,	115 A	
1'81 1'53	1'23 1'93	—0'21 0'27	1'99 1'52	1'65 0'90	2'26 1'86	0'81 1'52	2'70 2'44	2'09 0'83	1'47 0'97	0'87 0'53	1'65 1'46	1'17 0'63	1st half 2nd ,,	116	
14'72 12'25	10'82 17'30	—1'80 2'24	15'04 7'82	13'38 7'89	13'71 11'72	7'05 13'68	19'63 19'32	15'27 5'98	15'69 11'11	7'43 4'68	15'82 14'78	8'58 5'05	1st half 2nd ,,	117	
2'85 2'52	3'67 5'36	—0'50 0'56	3'53 2'24	4'07 2'42	3'43 2'74	2'29 4'21	7'48 7'00	5'47 2'69	6'10 3'84	2'21 1'47	4'72 3'86	2'67 1'75	1st half 2nd ,,	118	
37'55 38'16	40'32 34'22	58'47 49'47	35'77 48'28	40'71 49'01	24'10 31'01	42'24 41'09	46'59 46'68	52'03 62'21	36'89 41'33	37'00 39'50	52'69 51'26	44'65 46'31	1st half 2nd ,,	119	
60'45 58'52	50'50 50'50	37'34 45'34	54'23 41'38	54'19 48'43	74'59 66'46	55'68 56'34	52'80 52'37	46'21 35'94	55'02 52'95	61'28 58'19	44'90 45'79	53'62 51'74	1st half 2nd ,,	120	
2'00 2'90	1'41 0'74 7'77 8'48	3'24 0'89 0'95 4'30	3'30 3'75 6'61 6'59	5'10 1'96	1'31 2'53	2'08 2'57	0'16 0'50 0'35 0'45	1'76 1'85	8'09 5'72	1'72 2'31	2'41 2'95	1'40 1'60 0'33 0'35	1st half 2nd ,, 1st half 2nd ,,	121 122	
100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	100'00 100'00	1st half 2nd ,,		
8'06 11'42	11'31 10'36	24'46 26'70	10'75 14'36	8'11 13'36	10'79 10'48	25'62 10'68	12'94 14'36	11'81 17'20	13'13 21'09	16'88 19'46	8'13 8'56	12'11 14'18	1st half 2nd ,,	123	
22'43 20'67	11'83 11'95	14'58 14'63	9'57 10'86	10'24 12'54	15'91 19'21	24'91 20'42	17'37 18'04	14'79 19'73	14'58 10'64	20'61 23'85	16'69 19'51	19'78 25'31	1st half 2nd ,,	124	
3'81 4'79	5'10 3'78	4'52 4'13	2'69 2'73	3'98 4'96	5'05 6'97	2'55 2'47	7'02 6'30	2'98 5'05	1'13 2'32	6'52 7'53	4'80 5'47	4'69 5'68	1st half 2nd ,,	125	
7'71 8'39	10'16 8'36	12'78 14'73	7'66 9'49	7'15 9'93	5'81 7'80	6'45 5'75	8'99 9'15	8'80 11'74	8'06 10'37	10'03 12'24	7'59 6'86	8'45 10'47	1st half 2nd ,,	126	
4'73 5'04	4'96 4'03	16'28 18'57	5'26 6'32	8'44 10'33	3'48 4'74	4'72 4'14	8'20 7'34	9'33 12'96	7'54 12'47	9'17 17'97	6'40 6'50	5'70 7'05	1st half 2nd ,,	127	
2'31 2'10	1'71 1'39	1'91 2'35	1'56 2'80	0'52 0'72	1'06 1'75	1'80 4'31	2'70 2'90	1'44 1'43	0'81 1'36	1'55 2'34	1'10 1'12	0'98 1'62	1st half 2nd ,,	128	
... ...	5'97 0'27	0'75 0'65	2'94 2'60	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	0'61 0'82	1st half 2nd ,,	129
49'05 52'41	51'24 46'14	7'58 81'76	40'43 49'16	38'44 52'46	42'10 50'95	66'05 47'17	57'22 58'09	49'15 68'11	45'25 64'25	64'76 77'39	44'71 48'02	52'12 65'13	1st half 2nd ,,	130	

Appendix 46. Analysis.

APPEN Analysis of working of each railway

NOTE.—These statistics are no

Serial number.	PARTICULARS.	GAUGE. Class: No.	5' 6"									
			1	2 (a).	3	4 (a)	4 (b)	6	7	3 (a) to (g)	9 (a) to (f)	10 (a) & (b).
			Calen- dar year 1901 by half- years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal- Nagpur	Raipur- Dham- tari 2' 6".	Oudh and Rohil- khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Cen- tral India.	The Nizam's Guaran- teed State.
	PER MILE OF LINE MAINTAINED.								TABLE A.—MAINTENANCE OF			
131 a	General superintendence (including office expenses) . . . Rs.	1st half 2nd "	211'35 201'67	291 84 269 90	115'02 109'13	108'37 100'18	36'44 32'67	131'63 133'15	130 64 133'66	121'26 125'05	162'02 143'55	142 84 125'23
132 a	Maintenance and renewal of permanent-way . . . "	1st half 2nd "	868 67 879'38	1,531'54 507 43	486'09 523'01	261'41 267'93	100'07 106'03	329'46 358 81	249'80 354 26	479'69 409'92	862'28 497'89	288'39 513'97
133 a	Repairs of bridges, &c. . . "	1st half 2nd "	93'36 73 97	33'17 309'28	37'78 21'65	67'53 120 99	6'17	68'21 163'77	62'31 85 29	97'41 96 51	—316'65 108'12	53'39 39 60
134 a	Conservancy of rivers . . . "	1st half 2nd "	... ...	... ...	0'16 2'40	... ...	... ...	3'94 3 92	31'59 6'23	... ...	... ...	... 0'99
135 a	Repairs of stations and buildings "	1st half 2nd "	277'02 309'38	224'92 394'29	84'81 71'35	79'39 51'12	1'49 17'68	104'60 80'01	89'74 95 97	83'58 75'09	111'94 96'41	19 80 60 73
136 a	Other charges (net) . . . "	1st half 2nd "	150'53 118 96	107'79 142'76	—4 96 10'19	26'87 50'97	3'93 6'63	5 4'36 62'30	126'93 22'24	55'09 63'75	89'27 71'21	91'38 —329'79
137 a	Total maintenance, &c. . . "	1st half 2nd "	1,600'93 1,533'96	2,189'26 1,683'66	718'30 737'73	543'57 591'19	141'93 169 18	692'20 807'96	691 01 757 72	837'03 770 32	908'85 917'18	596 00 340'73
	PER MILE OF TRACK, INCLUD- ING SIDINGS.											
131 b	General superintendence (including office expenses) . . . Rs.	1st half 2nd "	138'09 132 78	152'47 140'97	95'56 90'56	96'60 89'05	34'25 30'73	115'56 116'89	104'23 106'27	90'54 95'34	113'30 100'73	128'35 112'44
132 b	Maintenance and renewal of permanent-way . . . "	1st half 2nd "	567'56 578'99	800'18 276 36	403'87 433'99	233'01 238'14	94'08 99'68	289'25 314'99	199'28 231'66	358'16 305'98	603'47 349'37	289'15 461'52
133 b	Repairs of bridges, &c. . . "	1st half 2nd "	61'00 48'70	17'33 161'53	31'39 17'96	60'20 107'54	... 5'80	59'89 143'77	49'71 67'81	72'73 72'04	—221'62 75 87	48'16 35'55
134 b	Conservancy of rivers . . . "	1st half 2nd "	... ...	... ...	0'13 1'59	... ...	... ...	3'45 3'44	25'20 4 99	... ...	... ...	... 0'89
135 b	Repairs of stations and buildings "	1st half 2nd "	180'99 204'10	117'51 205'94	70'47 59 21	70'76 45'44	1'40 16'61	91'84 75 50	71'59 76'32	62'41 56 05	78'34 67'65	17 80 54 53
136 b	Other charges (net) . . . "	1st half 2nd "	68 36 78 32	56 32 74'56	—4'12 8 45	23'94 45'27	3'70 6'22	47'73 54'69	101'27 65'38	41'13 47'58	62'48 49'97	82 10 —358'98
137 b	Total maintenance, &c. . . "	1st half 2nd "	1,046'00 1,042'89	1,143'81 879'36	597'30 612'16	484'51 525'44	133'43 159'05	607'72 709 28	551'28 602'43	624'97 574'99	636'06 643 59	535'56 395'95
	PER TOTAL TRAIN-MILE.											
131 c	General superintendence (including office expenses) . . . As.	1st half 2nd "	0'81 0'31	1'30 1'01	1'40 1'03	1'46 1'35	0'80 1'13	1'18 1'17	1'30 1'29	0'73 0'91	1'33 1'40	1'53 1'48
132 c	Maintenance and renewal of permanent-way . . . "	1st half 2nd "	3 32 3'52	7'28 2'13	5'91 4'98	3'53 3'63	2'44 3'69	2'96 3'16	2'49 3'43	2'91 2'97	7'07 4'84	3'10 6'07
133 c	Repairs of bridges, &c. . . "	1st half 2nd "	0'36 0'30	0'16 1'16	0'46 0'21	0'91 1'63	... 0'21	0 61 1'44	0'65 0 82	0'59 0'70	—2'60 1'05	0'58 0'47
134 c	Conservancy of rivers . . . "	1st half 2nd "	... ...	... ...	0'02	... ...	... ...	0'04 0'04	0'32 0 66	... ...	... ...	... 0'01
135 c	Repairs of stations and buildings "	1st half 2nd "	1'06 1'24	1'07 1 48	1'03 0'68	1 07 0'69	0'04 0'61	0'04 0'76	0'90 0'93	0'51 0'54	0'92 0'91	0'22 0'72
136 c	Other charges (net) . . . "	1st half 2nd "	0'57 0'48	0 51 0'53	—0'06 0'09	0'36 0 69	0'09 0'24	0'40 0'55	1'26 0'79	0'33 0'46	0'73 0'70	0'98 —4'72
137 c	Total maintenance, &c. . . "	1st half 2nd "	6'12 6'25	10 41 6'31	8'74 7'01	7'33 7'59	3'46 5 88	6'22 7'12	6'89 7 32	5 07 15'58	7'45 8'93	6'41 4'03
	PER 1,000 GROSS TON-MILES.											
131 d	General superintendence (including office expenses) . . . Rs.	1st half 2nd "	0'14 0'13	0'28 0'20	0'36 0'21	0'27 0'26	0'82 1'32	0'25 0 25	0'24 0'24	0'13 0'18	0 20 0'25	0'26 0'25
132 d	Maintenance and renewal of permanent-way . . . "	1st half 2nd "	0'55 0'55	1'46 0 41	1 52 1 03	0'66 0 72	2'26 4'30	0'62 0'67	0'46 0'62	0'52 0'58	1'06 0'85	0'51 1'03
133 d	Repairs of bridges, &c. . . "	1st half 2nd "	0 06 0 05	0'03 0'23	0 12 0'04	0'17 0'33	... 0'25	0'13 0'31	0'11 0'15	0'11 0'14	—0 39 0'18	0'10 0'07
134 d	Conservancy of rivers . . . "	1st half 2nd "	... ...	... ...	0'01	... ...	... ...	0'01 0'01	0'05 0 01	......	......	......
135 d	Repairs of stations and buildings "	1st half 2nd "	0'18 0'19	0'22 0'29	0'37 0'14	0'20 0'14	0'03 0'72	0'10 0'16	0'16 0'17	0'09 0'10	0'14 0'17	0 04 0 12
136 d	Other charges (net) . . . "	1st half 2nd "	0'09 0'07	0'10 0 10	—0'01 0 02	0'07 0 14	0'09 0'27	0'10 0'12	0'23 0'14	0'06 0'09	0'11 0'12	0'15 —0'79
137 d	Total maintenance, &c. . . "	1st half 2nd "	1'02 0'99	2'09 1'23	2'26 1'45	1'37 1'59	3'20 6'86	1'30 1'52	1'26 1'33	0'91 1'09	1'12 1'57	1'06 0'68

DIX 46—continued.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

Appendix 46.
Analysis.

3' 38"														GAUGE.	
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	9 (g) to (j)	18	19	20	10 (c)	21	23	24	Class: No.	Calender year 1901 by half-years.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.			
WAY, WORKS AND STATIONS.															
138°03 141°08	106°34 107°76	125°37 126°13	107°76 94°03	62°97 69°73	104°11 108°27	16°85 19°69	47°77 48°89	63°18 69°43	103°85 122°07	83°65 81°19	111°05 115°62	109°57 112°85	1st half 2nd "		131a
271°24 313°20	325°51 332°52	209°86 216°46	241°41 223°71	121°80 227°24	554°07 375°51	308°03 117°35	154°41 153°69	185°11 181°28	211°75 230°30	282°90 237°09	201°78 218°57	370°09 333°73	1st half 2nd "		132a
80°73 62°61	34°38 30°18	46°68 57°19	44°53 42°93	54°28 34°86	125°94 87°16	4°55 5°36	3°47 1°42	8°00 13°18	12°95 65°68	38°52 50°90	24°14 30°79	109°80 61°41	1st half 2nd "		133a
...	0°20 0°23	...	1°48 2°10	2°84 6°66	...	...	...	2°30 ...	...	...	...	3°71 1°71	1st half 2nd "		134a
48°15 67°88	60°83 73°50	65°51 65°09	52°18 38°34	23°12 38°03	71°03 72°71	4°53 9°66	5°82 16°07	15°46 20°96	9°01 22°37	30°14 42°53	21°58 26°72	49°19 63°73	1st half 2nd "		135a
48°86 84°45	42°50 51°49	13°08 16°39	76°67 86°06	22°75 21°45	57°37 53°71	12°47 9°04	8°99 9°38	19°74 12°28	27°48 52°07	37°19 35°50	17°89 21°54	63°20 62°99	1st half 2nd "		136a
490°19 670°12	569°76 565°68	460°50 481°26	524°03 487°17	237°76 337°97	913°42 691°36	346°43 161°70	220°46 229°45	293°79 297°13	365°94 502°49	472°40 447°21	378°44 413°24	705°56 636°42	1st half 2nd "		137a
116°60 118°14	91°32 92°17	109°08 110°32	94°15 82°49	55°96 62°16	90°37 93°58	16°33 18°95	45°66 46°73	57°32 63°00	95°49 112°56	75°65 73°43	98°92 102°97	94°40 97°67	1st half 2nd "		131b
227°64 260°61	279°54 284°39	184°09 189°30	210°94 196°25	108°25 202°61	480°91 324°59	298°52 112°94	147°61 140°92	167°42 164°44	195°21 212°37	255°86 214°43	181°53 194°67	318°86 288°85	1st half 2nd "		132b
67°75 52°10	29°52 25°81	40°05 50°01	38°91 37°65	48°24 31°08	109°31 75°35	4°41 5°16	3°32 1°36	7°25 11°95	11°04 60°56	34°84 46°03	21°50 27°42	94°60 53°15	1st half 2nd "		133b
...	0°18 0°20	...	1°29 1°85	2°53 5°94	...	...	...	2°09 ...	...	...	...	3°20 1°48	1st half 2nd "		134b
40°41 56°48	52°24 62°86	57°47 56°92	45°60 33°60	20°55 33°90	62°43 62°85	4°39 9°29	5°56 15°36	14°02 19°02	9°12 29°85	27°26 38°47	19°22 23°80	42°38 55°16	1st half 2nd "		135b
41°01 70°27	36°49 44°04	11°48 14°32	66°09 75°51	20°22 19°11	49°79 46°42	12°09 9°29	8°59 8°96	17°90 11°13	25°57 48°02	33°64 32°10	15°94 19°19	54°45 54°52	1st half 2nd "		136b
411°39 557°60	489°29 509°47	403°97 420°87	457°88 427°37	255°75 354°80	792°81 602°79	335°74 155°63	210°74 219°33	266°50 269°54	337°33 463°36	427°25 404°46	337°11 368°05	607°89 550°83	1st half 2nd "		137c
1°30 1°33	1°08 1°03	3°67 3°45	1°12 1°13	0°89 0°98	0°78 1°04	0°50 0°54	2°01 2°02	1°63 2°06	1°67 2°05	1°26 1°34	1°20 1°21	1°09 1°20	1st half 2nd "		131c
2°54 2°93	3°29 3°18	6°14 5°93	2°52 2°70	1°74 3°22	4°15 3°60	9°08 3°24	6°50 6°36	4°78 5°38	3°41 3°88	4°27 3°91	2°19 2°29	3°69 3°54	1st half 2nd "		132c
0°75 0°59	0°35 0°29	1°36 1°56	0°46 0°52	0°77 0°49	0°55 0°84	0°13 0°15	0°13 0°05	0°21 0°39	0°21 1°11	0°58 0°84	0°26 0°32	1°09 0°65	1st half 2nd "		133c
...	...	...	0°02 0°03	0°04 0°09	...	...	...	0°06 ...	...	...	...	0°04 0°02	1st half 2nd "		134c
0°45 0°63	0°61 0°71	1°92 1°78	0°54 0°46	0°33 0°54	0°54 0°69	0°13 0°26	0°24 0°66	0°40 0°62	...	0°46 0°70	0°23 0°28	0°49 0°68	1st half 2nd "		135c
0°46 0°79	0°43 0°49	0°39 0°46	0°80 1°04	0°32 0°31	0°43 0°52	0°37 0°36	0°38 0°38	0°51 0°36	0°45 0°88	0°56 0°58	0°19 0°24	0°63 0°67	1st half 2nd "		136c
4°58 6°27	5°76 5°70	13°48 13°18	5°46 5°88	4°09 5°63	6°85 0°69	10°21 4°46	9°28 9°47	7°59 8°81	5°90 8°46	7°13 7°37	4°07 4°34	7°01 6°76	1st half 2nd "		137d
0°27 0°28	0°37 0°39	1°06 1°04	0°35 0°39	0°32 0°39	0°20 0°27	0°18 0°18	0°59 0°62	0°58 0°79	0°58 0°75	0°43 0°49	0°44 0°44	0°34 0°41	1st half 2nd "		131d
0°53 0°61	1°12 1°21	1°79 1°78	0°77 0°51	0°64 1°23	1°06 0°94	3°32 1°10	1°90 1°95	1°60 2°06	1°18 1°40	1°47 1°43	0°80 0°83	1°18 1°22	1st half 2nd "		132d
0°16 0°12	0°12 0°11	0°40 0°47	0°14 0°18	0°20 0°20	0°24 0°22	0°05 0°05	0°04 0°01	0°07 0°15	0°07 0°39	0°20 0°31	0°10 0°12	0°35 0°22	1st half 2nd "		133d
...	...	...	...	0°02 0°01	...	...	...	0°02 ...	...	...	...	0°01 0°01	1st half 2nd "		134d
0°10 0°13	0°21 0°27	0°56 0°53	0°17 0°16	0°12 0°21	0°13 0°18	0°05 0°03	0°08 0°20	0°14 0°23	0°05 0°20	0°16 0°25	0°08 0°10	0°16 0°23	1st half 2nd "		135d
0°10 0°17	0°15 0°19	0°11 0°14	0°25 0°34	0°12 0°12	0°11 0°13	0°13 0°09	0°11 0°11	0°18 0°14	0°16 0°32	0°19 0°21	0°07 0°07	0°20 0°23	1st half 2nd "		136d
0°06 1°31	1°97 2°17	3°02 3°96	1°68 1°99	1°51 2°24	1°74 1°74	3°73 1°51	2°72 2°89	2°68 3°37	2°04 3°06	2°45 2°69	1°49 1°56	2°24 2°32	1st half 2nd "		137d

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These Statistics are not

Serial number.	PARTICULARS.	Gauge. Class : No. Calen- dar year 1001 by half- years.	5' 6".										
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) & (b).	
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	Raipur-Dhamtari. (2' 6")	Oudh and R hil khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.	
TABLE B.—LOCOMOTIVE													
	Average price of fuel per ton in terms of	{ coal wood	1st half	1'82 1'94	7'12 7'02	6'18 6'18	3'74 3'75	5'10 3'69	10'16 9'53	14'80 13'99	10'77 ...	19'97 ...	4'55 4'66
			2nd „
PER 1 TAL TRAIN-MILE.													
138a	General superintendence including office expenses) Annas	{ 1st half 2nd „	0'56 0'59	0'67 0'56	0'68 0'56	0'87 0'93	0'45 0'81	0'55 0'54	0'68 0'73	0'57 0'68	1'01 1'08	0'91 0'79	
139a	Running expenses	{ 1st half 2nd „	2'07 2'11	2'02 1'84	1'30 1'15	2'12 2'13	0'84 1'18	0'89 0'97	1'76 1'75	2'66 2'85	2'99 2'87	1'81 1'87	
140a	Fuel	{ 1st half 2nd „	0'86 0'86	2'73 2'69	2'72 2'36	1'45 1'33	0'78 0'50	3'77 3'42	5'22 4'67	4'08 4'25	7'92 6'02	2'21 2'11	
141a	Water	{ 1st half 2nd „	0'10 0'10	0'18 0'16	0'19 0'14	0'22 0'19	0'20 0'37	0'09 0'11	0'23 0'22	0'36 0'32	0'51 0'51	0'33 0'32	
142a	Oil, tallow and other stores	{ 1st half 2nd „	0'36 0'37	0'31 0'30	0'27 0'20	0'40 0'35	0'17 ...	0'26 0'25	0'37 0'37	0'42 0'43	0'58 0'56	0'33 0'34	
143a	Maintenance and renewal of locomotives.	{ 1st half 2nd „	1'85 2'13	1'75 5'59	2'66 1'63	1'51 1'94	0'55 0'88	1'21 1'22	3'44 2'81	3'44 4'45	2'86 3'90	1'76 2'13	
143A (a)	Maintenance and renewal of machinery, tools and plant	{ 1st half 2nd „	0'15 0'23	0'58 0'34	0'06 0'05	0'12 0'15	0'03 0'04	0'10 0'11	0'23 0'27	0'18 0'23	0'29 0'34	0'13 0'06	
144a	Other charges (net)	{ 1st half 2nd „	0'88 1'16	0'37 0'26	0'34 0'16	1'44 1'48	0'24 1'78	1'12 1'00	0'65 1'30	1'03 1'11	1'03 1'20	0'69 0'71	
145a	Total locomotive expenses	{ 1st half 2nd „	6'83 7'55	8'61 11'74	7'72 6'25	8'13 8'50	3'26 5'56	7'69 7'62	12'88 12'12	12'74 14'32	17'10 16'48	8'17 8'33	
	Fuel consumed in terms of	{ coal* . lbs. wood	1st half	61'58 62'53	53'74 53'62	40'29 42'70	54'47 49'33	21'33 19'15	47'88 46'00	48'08 46'19	53'06 51'32	55'49 53'45	67'97 63'54
			2nd „
PER ENGINE-MILE.													
138b	General superintendence including office expenses) Annas	{ 1st half 2nd „	0'45 0'46	0'46 0'40	0'56 0'44	0'78 0'83	0'44 0'79	0'47 0'46	0'60 0'64	0'50 0'59	0'85 0'92	0'77 0'67	
139b	Running expenses	{ 1st half 2nd „	1'66 1'68	1'42 1'33	1'06 0'91	1'90 1'90	0'82 1'15	0'76 0'83	1'54 1'54	2'31 2'48	2'53 2'45	1'56 1'59	
140b	Fuel	{ 1st half 2nd „	0'69 0'70	1'32 1'95	1'81 1'87	1'30 1'18	0'75 0'48	3'21 2'92	4'57 4'09	3'54 3'70	6'70 5'13	1'00 1'80	
141b	Water	{ 1st half 2nd „	0'08 0'08	0'12 0'12	0'15 0'11	0'20 0'18	0'19 0'37	0'08 0'09	0'20 0'19	0'29 0'28	0'44 0'43	0'28 0'27	
142b	Oil, tallow and other stores	{ 1st half 2nd „	0'29 0'30	0'22 0'22	0'22 0'15	0'36 0'32	0'17 ...	0'22 0'21	0'32 0'33	0'37 0'38	0'49 0'48	0'28 0'30	
143b	Maintenance and renewal of locomotives	{ 1st half 2nd „	1'48 1'70	1'22 4'04	2'16 1'30	1'35 1'73	0'53 0'86	1'03 1'05	3'01 2'47	2'99 3'87	2'42 3'32	1'52 1'82	
143 (b) A	Maintenance and renewal of machinery, tools and plant	{ 1st half 2nd „	0'12 0'18	0'41 0'25	0'05 0'04	0'11 0'13	0'03 0'04	0'08 0'10	0'20 0'24	0'15 0'20	0'25 0'29	0'12 0'05	
144b	Other charges (net)	{ 1st half 2nd „	0'71 0'93	0'26 0'19	0'28 0'12	1'29 1'33	0'23 1'74	0'96 0'86	0'84 1'14	0'90 0'97	0'87 1'02	0'60 0'60	
145b	Total locomotive expenses	{ 1st half 2nd „	5'48 6'03	6'03 8'50	6'29 4'95	7'29 7'60	3'16 5'43	6'81 6'52	11'28 10'64	11'05 12'47	14'55 14'04	7'03 7'10	
	Fuel consumed in terms of	{ coal* . lbs. wood	1st half	51'00 49'93	37'64 38'79	32'80 33'85	48'82 44'11	21'12 18'73	40'83 39'36	42'12 40'55	46'02 44'67	46'97 45'54	58'47 54'15
			2nd „

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State Railway, which uses Singareni coal.

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 38".														GAUGE.	
11 (a) to (c)	2 (b) to (d).	14	16	17 (a) & (b).	9 (g) to (j).	18	19	20	10 (c).	21	23	24	Class: No.	Serial number.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagadh-Forbandar.	Hyderabad-Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.		
EXPENSES.															
13'34 13'92	8'51 7'62	10'10 8'32	6'0 6'46	... ...	17'98 18'82	... ...	25'19 26'02	20'71 21'03	7'50 6'90	9'87 10'26	15'26 16'88	12'74 12'45	1st half 2nd "	}
... ...	... ...	... ...	... ...	3'64 3'79	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd "	
0'63 0'62 1'84 1'93 4'85 5'04	0'61 0'53 1'02 1'02 1'97 1'75	1'23 1'18 1'40 1'42 2'95 2'58	0'38 0'44 0'78 0'87 1'76 1'67	0'65 0'67 0'81 0'78 1'73 1'93	0'59 0'80 1'76 2'14 4'65 4'48	0'63 0'61 0'72 0'75 5'13 4'91	2'07 2'01 0'79 0'92 7'48 6'23	0'98 1'19 1'45 1'49 4'50 4'16	0'84 1'19 1'31 1'41 2'19 2'03	0'93 1'01 1'63 1'73 2'47 2'42	0'67 0'65 1'53 1'49 3'55 3'50	0'84 0'91 2'62 2'61 4'40 4'47	1st half 2nd " 1st half 2nd " 1st half 2nd "	}	
0'23 0'22 0'37 0'35 3'67 1'93 0'05 0'06 1'11 1'20	0'12 0'12 0'20 0'21 1'05 1'90 0'18 0'15 0'87 0'39	0'34 0'36 0'27 0'30 1'44 0'89 0'02 0'05 0'55 0'44	0'14 0'15 0'18 0'19 0'81 0'86 0'03 0'03 0'75 -0'38	0'12 0'13 0'22 0'22 1'05 0'97 0'08 0'17 0'51 0'41	0'30 0'38 0'34 0'42 1'68 2'90 0'17 0'25 0'61 0'88	0'30 0'32 0'38 0'48 1'68 1'47 0'08 0'11 1'01 0'87	0'42 0'44 0'40 0'29 0'73 1'81 0'53 0'23 0'02 ...	0'20 0'23 0'36 0'41 1'73 2'29 0'13 0'12 0'13 0'17	0'31 0'31 0'29 0'28 0'75 0'80 0'22 0'19 0'61 0'47	0'23 0'24 0'15 0'15 1'67 1'83 0'26 0'24 1'37 1'42	0'16 0'14 0'28 0'26 1'87 3'42 0'21 0'23 0'14 0'19	0'35 0'40 0'34 0'35 1'73 2'19 0'22 0'25 0'98 0'88	1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd "		}
12'76 11'35	6'02 6'57	8'20 7'22	4'83 4'45	5'17 5'28	10'10 12'25	9'93 9'52	12'44 11'93	9'49 10'06	6'55 6'63	8'71 9'04	8'36 9'68	11'48 12'06	1st half 2nd "	}	
51'29 50'68	32'38 32'10	40'01 37'31	37'28 33'64	36'21 33'31	35'61 34'80	31'26 33'59	30'40 27'59	40'88 41'28	34'94 33'04	30'53 29'02	48'40 50'20	1st half 2nd " 1st half 2nd "		}
...	...	...	...	70'05 71'34	...	...	...	...	...	...	...	...	1st half 2nd "	
0'53 0'53 1'58 1'64 4'15 4'27	0'49 0'43 0'81 0'83 1'59 1'42	1'03 0'99 1'18 1'20 2'48 2'18	0'33 0'38 0'67 0'75 1'50 1'43	0'52 0'58 0'64 0'63 1'38 1'60	0'52 0'70 1'56 1'87 4'12 3'90	0'59 0'58 0'69 0'71 4'88 4'66	1'91 1'88 0'72 0'86 6'88 5'82	0'89 1'10 1'32 1'38 4'09 3'84	0'76 1'08 1'20 1'30 2'01 1'87	0'83 0'90 1'46 1'54 2'20 2'16	0'61 0'60 1'40 1'37 3'25 3'21	0'69 0'75 2'14 2'13 3'60 3'66	1st half 2nd " 1st half 2nd " 1st half 2nd "	}	
0'20 0'19 0'31 0'29 3'14 1'64 0'05 0'05 0'95 1'01	1'10 0'09 0'16 0'17 0'85 1'54 0'16 0'13 0'70 0'73	0'29 0'30 0'23 0'25 1'21 0'75 0'02 0'04 0'46 0'38	0'12 0'13 0'15 0'17 0'70 0'73 0'02 0'02 0'64 -0'33	0'10 0'11 0'17 0'18 0'83 0'80 0'07 0'14 0'40 0'34	0'27 0'33 0'30 0'36 1'49 2'53 0'14 0'08 0'54 0'77	0'28 0'31 0'36 0'45 1'60 1'39 0'08 0'48 0'96 0'82	0'39 0'41 0'37 0'27 0'67 1'64 0'12 0'12 0'02 ...	0'18 0'21 0'32 0'38 1'58 2'11 0'20 0'17 0'12 0'16	0'29 0'29 0'27 0'26 0'69 0'74 0'20 0'17 0'59 0'43	0'20 0'22 0'13 0'26 1'49 1'63 0'23 0'21 1'22 1'27	0'14 0'13 0'26 0'24 1'71 3'13 0'15 0'20 0'13 0'18	0'20 0'33 0'28 0'29 1'41 1'30 0'18 0'20 0'80 0'72	1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd " 1st half 2nd "		}
10'91 9'62	4'86 5'34	6'90 6'09	4'13 3'81	4'11 4'38	8'94 10'68	9'44 9'01	11'44 11'10	8'62 9'30	6'01 6'14	7'76 8'06	7'65 9'06	9'39 9'68	1st half 2nd "	}	
43'88 42'94	26'15 26'06	28'24 31'49	31'90 29'05	32'07 29'03	33'87 32'93	36'14 31'42	27'61 25'51	37'54 37'94	31'15 29'46	27'06 26'60	39'50 41'11	1st half 2nd " 1st half 2nd "		}
...	...	...	...	55'79 59'06	...	...	...	...	...	...	...	...	1st half 2nd "	

Appendix 46.

Analysis.

APPEN

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.										
		Class No.	5' 6"									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) to (h)
		Calendar year 1901 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	Raipur Dham-tari, (2' 6")	Oadh and Rohil khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	PER 1,000 GROSS TON-MILES.									TABLE B.—LOCOMOTIVE		
138c	General superintendence (including office expenses)	1st half 2nd "	0'07 0'09	0'13 0'11	0'18 0'11	0'16 0'19	0'42 0'34	0'12 0'11	0'12 0'13	0'10 0'13	0'15 0'19	0'15 0'14
139c	Running expenses	1st half 2nd "	0'34 0'33	0'41 0'36	0'33 0'24	0'40 0'42	0'78 1'37	0'10 0'21	0'32 0'32	0'48 0'36	0'45 0'31	0'29 0'31
140c	Fuel	1st half 2nd "	0'14 0'14	0'15 0'14	0'17 0'19	0'27 0'26	0'73 0'51	0'79 0'73	0'66 0'65	0'73 0'63	1'10 1'06	0'36 0'36
141c	Water	1st half 2nd "	0'02 0'01	0'04 0'03	0'05 0'03	0'04 0'04	0'18 0'41	0'02 0'02	0'04 0'01	0'03 0'06	0'08 0'09	0'05 0'05
142c	Oil, tallow and other stores	1st half 2nd "	0'06 0'05	0'06 0'07	0'07 0'04	0'08 0'07	0'16 ...	0'05 0'05	0'07 0'07	0'08 0'08	0'09 0'10	0'05 0'06
143c	Maintenance and renewal of locomotives	1st half 2nd "	0'31 0'33	0'35 1'00	0'69 0'34	0'28 0'39	0'60 1'03	0'25 0'27	0'63 0'31	0'64 0'57	0'43 0'68	0'39 0'35
143 A (c)	Maintenance and renewal of machinery, tools and plant	1st half 2nd "	0'03 0'03	0'12 0'06	0'01 0'01	0'02 0'03	0'03 0'05	0'02 0'03	0'04 0'05	0'03 0'05	0'04 0'06	0'03 0'01
144c	Other charges (net)	1st half 2nd "	0'15 0'19	0'07 0'05	0'03 0'03	0'27 0'29	0'22 2'05	0'23 0'21	0'18 0'24	0'18 0'21	0'16 0'21	0'11 0'12
145c	Total locomotive expenses	1st half 2nd "	1'14 1'18	1'73 2'29	1'99 1'9	1'52 1'9	3'02 6'47	1'61 1'72	2'36 2'21	2'26 2'77	2'39 2'90	1'34 1'41
	Fuel consumed { coal* . lbs. in terms of { wood . "	1st half 2nd " 1st half 2nd "	170'04 150'36	172'29 167'10	166'47 141'23	163'65 157'04	315'18 357'18	160'18 155'91	140'57 134'02	152'10 152'95	113'54 130'71	173'31 172'42
	PER TOTAL TRAIN-MILE.									TABLE C.—CARRIAGE		
146a	General superintendence (including office expenses)	1st half 2nd "	0'14 0'13	0'30 0'29	0'34 0'27	0'17 0'20	0'13 0'18	0'12 0'12	0'20 0'14	0'18 0'21	0'38 0'37	0'22 0'17
147a	Repairs and renewals of coaching vehicles	1st half 2nd "	0'42 0'41	3'37 0'94	0'57 1'23	0'43 1'00	0'06 0'03	0'18 1'03	0'67 0'91	0'60 1'28	1'64 2'03	1'02 0'88
148a	Repairs and renewals of goods vehicles	1st half 2nd "	1'21 1'41	1'10 2'49	0'60 0'23	0'65 0'25	0'07 0'22	0'57 0'42	2'52 0'79	1'16 1'29	2'66 2'79	0'66 0'45
148 A (a)	Repairs and renewals of machinery, tools and plant	1st half 2nd "	0'00 0'02	0'04 0'00	0'03 0'01	0'02 0'03	... ...	0'02 0'03	0'04 0'04	0'06 0'11	0'11 0'14	0'06 0'10
149a	Cleaning and oiling	1st half 2nd "	0'21 0'22	0'46 0'40	0'33 0'25	0'18 0'70	0'13 0'39	0'32 0'30	0'35 0'33	0'40 0'47	0'64 0'61	0'32 0'34
150a	Other charges (net)	1st half 2nd "	0'02 0'05	0'03 0'02	0'01 ...	0'02 0'07	... 0'02	0'02 0'02	0'06 0'04	0'01 0'01	0'05 0'05	0'00 0'00
151a	Total carriage and wagon expenses	1st half 2nd "	2'00 2'22	5'59 4'20	1'30 1'57	1'83 2'85	0'25 1'19	1'73 1'92	3'01 2'45	2'71 3'07	5'45 5'98	2'28 1'94
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
146b	General superintendence (including office expenses)	1st half 2nd "	0'38 0'34	1'15 0'85	1'30 0'76	0'28 0'45	0'77 1'19	0'26 0'31	0'45 0'39	0'54 0'69	0'73 0'94	0'56 0'37
147b	Repairs and renewals of coaching vehicles †	1st half 2nd "	4'29 3'90	23'34 8'18	2'16 4'23	3'13 6'72	1'16 0'89	5'51 7'07	5'60 7'26	10'18 12'20	11'91 12'75	12'16 9'50
148b	Repairs and renewals of goods vehicles †	1st half 2nd "	4'64 5'57	6'57 10'53	2'38 2'03	2'01 3'04	0'59 10'06	1'67 1'77	10'43 4'13	4'89 7'91	7'05 12'00	2'08 1'40
148 A (b)	Repairs and renewals of machinery, tools and plant	1st half 2nd "	0'01 0'00	0'11 0'15	0'13 0'03	0'05 0'08	... ...	0'05 0'09	0'10 0'11	0'10 0'35	0'24 0'36	0'14 0'23
149b	Cleaning and oiling	1st half 2nd "	0'59 0'61	1'33 1'13	1'18 0'78	1'26 1'03	0'77 2'71	0'69 0'80	0'97 0'90	1'24 1'53	1'15 1'55	0'81 0'84
150b	Other charges (net)	1st half 2nd "	0'0 0'0	0'07 0'05	0'04 0'01	0'03 0'17	... 0'10	0'04 0'05	0'16 0'10	0'03 0'03	0'12 0'0	......
151b	Total carriage and wagon expenses	1st half 2nd "	5'5 6'20	16'27 11'95	4'8 4'36	4'07 6'04	1'45 5'13	3'74 5'14	10'65 6'70	8'33 11'99	11'54 15'24	5'69 4'65

* The standard used is Kurhurbaree coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-mileage.

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 31"														Guar.
11 (a) to (c)	12 (b) to (d)	14	16	17 (a) & (b)	18 (g) to (f)	18	19	20	20 (c)	21	23	24	Class No.	Serial number.
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Perbandar	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half years.	
EXPENSES—contd.														
0'13 0'13	0'21 0'20	0'36 0'35	0'12 0'15	0'25 0'28	0'15 0'21	0'23 0'21	0'61 0'61	0'35 0'40	0'29 0'42	0'37 0'37	0'24 0'24	0'27 0'31	1st half 2nd "	135e
0'39 0'40	0'35 0'39	0'41 0'43	0'24 0'30	0'30 0'31	0'44 0'55	0'26 0'26	0'23 0'25	0'52 0'57	0'45 0'51	0'56 0'63	0'56 0'54	0'84 0'50	1st half 2nd "	135c
1'01 1'05	0'67 0'67	0'86 0'78	0'54 0'56	0'64 0'77	1'18 1'16	1'88 1'70	2'19 1'91	1'60 1'59	0'76 0'73	0'85 0'88	1'30 1'26	1'40 1'53	1st half 2nd "	140c
0'05 0'05	0'04 0'04	0'10 0'11	0'04 0'05	0'05 0'05	0'08 0'10	0'11 0'11	0'12 0'15	0'07 0'09	0'11 0'11	0'08 0'09	0'06 0'05	0'11 0'14	1st half 2nd "	141c
0'08 0'07	0'07 0'08	0'08 0'09	0'06 0'07	0'08 0'03	0'09 0'11	0'14 0'17	0'11 0'08	0'12 0'16	0'10 0'10	0'05 0'05	0'10 0'09	0'11 0'12	1st half 2nd "	142c
0'77 0'40	0'36 0'72	0'41 0'26	0'25 0'29	0'39 0'38	0'42 0'75	0'61 0'51	0'21 0'55	0'62 0'37	0'26 0'30	0'58 0'67	0'69 1'23	0'55 0'75	1st half 2nd "	143c
0'01 0'02	0'06 0'06	...	0'01 0'01	0'03 0'07	0'04 0'07	0'03 0'03	0'15 0'07	0'05 0'04	0'07 0'07	0'09 0'09	0'06 0'08	0'07 0'09	1st half 2nd "	143 A(c)
0'23 0'25	0'30 0'34	0'16 0'13	0'23 —0'13	0'19 0'16	0'16 0'23	0'37 0'30	...	0'05 0'07	0'22 0'17	0'47 0'52	0'06 0'07	0'31 0'30	1st half 2nd "	144
2'67 2'37	2'06 2'50	2'38 2'16	1'49 1'51	1'93 2'10	2'56 3'18	3'63 3'29	3'62 3'85	3'38 3'85	2'26 2'41	3'00 3'30	3'07 3'56	3'66 4'14	1st half 2nd "	145c
172'00 169'01 ...	177'46 195'30 ...	190'64 179'35 ...	181'07 183'96 ...	...	146'95 131'30 ...	268'45 192'75 ...	184'31 165'23 ...	173'41 163'77 ...	226'06 238'50 ...	192'32 192'68 ...	179'44 167'34 ...	246'07 275'05 ...	1st half 2nd " 1st half 2nd "	
AND WAGON EXPENSES.														
0'15 0'15	0'29 0'26	0'41 0'40	0'14 0'16	0'28 0'34	0'20 0'28	0'14 0'13	0'48 0'26	0'31 0'36	0'07 0'15	0'30 0'30	0'22 0'22	0'24 0'26	1st half 2nd "	146a
0'91 1'03	1'01 0'62	0'90 0'86	0'40 0'29	0'80 0'76	0'95 1'51	0'46 0'41	2'45 2'76	0'71 0'98	0'14 0'30	0'94 0'97	1'04 0'90	0'77 0'81	1st half 2nd "	147a
0'62 0'84	1'05 0'88	0'76 0'44	0'51 0'47	0'59 0'63	1'57 2'08	0'22 0'34	1'54 0'63	0'56 0'89	0'03 0'12	1'37 1'34	0'85 1'34	1'31 1'34	1st half 2nd "	148a
0'04 0'04	0'05 0'04	0'01 0'01	0'02 0'02	0'05 0'05	0'06 0'10	0'02 0'02	...	0'07 0'06	0'01 0'06	0'05 0'05	0'06 0'08	0'04 0'06	1st half 2nd "	148 (A)
0'33 0'35	0'24 0'22	0'35 0'31	0'27 0'27	0'27 0'27	0'38 0'46	0'17 0'25	0'51 0'00	0'26 0'28	0'26 0'30	0'18 0'21	0'26 0'25	0'32 0'33	1st half 2nd "	149a
0'12 0'17	0'06 0'06	0'06 0'02	0'02 —0'10	0'02 0'05	0'03 0'02	...	0'04 0'03	0'01 ...	...	—0'09 —0'02	—0'03 —0'02	0'04 0'05	1st half 2nd "	150a
2'17 2'63	2'70 2'08	2'49 2'04	1'26 1'12	2'01 2'10	3'20 0'45	1'01 1'15	5'02 4'15	1'92 2'57	0'51 0'93	2'75 2'85	2'40 2'77	2'72 2'71	1st half 2nd "	151a
0'50 0'47	0'84 0'82	1'05 1'08	0'33 0'41	0'68 0'95	0'42 0'59	1'09 0'43	1'56 0'90	0'80 0'97	0'23 0'54	0'85 0'92	0'70 0'60	0'57 0'68	1st half 2nd "	146b
3'08 3'45	7'71 4'75	5'25 4'79	2'67 1'85	6'41 5'43	9'04 10'77	3'48 1'33	10'93 12'83	1'87 2'04	1'24 1'05	8'01 7'50	6'23 5'52	5'16 5'32	1st half 2nd "	147b
2'11 2'67	5'11 4'55	3'57 2'34	1'99 2'08	2'04 2'96	4'18 6'45	1'71 1'11	17'67 8'80	1'46 2'40	0'15 0'43	6'02 6'52	5'00 5'83	4'95 5'12	1st half 2nd "	148b
0'13 0'14	0'15 0'13	0'03 ...	0'04 0'05	0'11 0'13	0'14 0'22	0'15 0'07	...	0'18 0'16	0'05 0'21	0'15 0'14	0'17 0'24	0'02 0'16	1st half 2nd "	148 A(b)
1'13 1'12	0'71 0'70	0'92 0'86	0'67 0'69	0'64 0'79	0'78 0'93	1'25 0'79	1'65 ...	0'67 0'76	0'91 1'05	0'53 0'63	0'81 0'81	0'78 0'85	1st half 2nd "	149b
0'42 0'56	0'19 0'17	0'12 0'05	0'04 —0'25	0'01 0'12	0'06 0'16	0'04 0'01	0'13 0'13	0'04 ...	...	—0'25 —0'04	—0'03 —0'04	0'12 0'12	1st half 2nd "	150b
7'37 8'41	8'02 6'44	10'94 9'12	3'32 2'91	4'83 5'94	9'66 9'62	7'72 3'74	31'94 24'30	5'02 6'93	1'62 3'28	7'98 8'69	7'53 8'82	6'58 7'02	1st half 2nd "	151b

the Nizams's Guaranteed State railway, which uses Singareni coal.

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

P. T. O.

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	GAUGE.										
		Class: No.	5' 6"									
			1	2 (a).	3	4 (a)	4 (b)	6	7	1 (a) to (c)	9 (a) to (f).	10 (a) and (b).
		Calendar year 1901 by half-years.	East Indian.	Eastern Bengal	Bengal Central.	Bengal Nagpur.	Raipur Dham-turi (2' 6")	Oudh and Rohilkhand.	North Western.	Great Indian Peninsula.	Pomtlay, Baroda and Central India.	The Nizam's Guaranteed State.
TABLE D.—TRAFFIC												
PER TOTAL TRAIN-MILE.												
152 a	General superintendence (including office expenses)	1st half 2nd "	0'58 0'60	1'31 1'15	1'05 0'50	0'91 0'69	0'10 0'13	0'64 0'63	0'61 0'60	0'45 0'50	0'80 0'50	0'60 0'45
153 a	Station staff	1st half 2nd "	2'32 2'25	5'46 5'32	2'59 3'32	2'02 2'00	1'13 1'17	2'20 2'16	2'20 2'25	2'01 2'50	3'15 3'29	1'65 1'55
154 a	Train staff	1st half 2nd "	1'00 1'01	1'15 0'83	0'56 0'51	0'60 0'63	0'45 0'42	0'67 0'70	0'75 0'61	1'07 1'10	0'87 0'86	0'75 0'72
155 a	Fuel, lighting, water and general stores	1st half 2nd "	0'52 0'42	1'15 0'80	0'45 0'53	0'59 0'62	...	0'55 0'67	0'50 0'47	0'51 0'65	0'91 1'05	0'45 0'60
156 a	Clothing	1st half 2nd "	0'05 0'01	0'11 0'05	0'05 0'00	...	...	0'04 0'02	0'05 0'02	0'03 0'02	0'10 0'10	0'02 0'10
157 a	Printing, stationery and tickets	1st half 2nd "	0'10 0'21	0'23 0'33	0'65 0'19	0'43 0'51	0'39 ...	0'16 0'27	0'20 0'22	0'25 0'30	...	0'22 0'27
158 a	Charges for delivery and collection of goods, etc.	1st half 2nd "	0'01 0'01	0'03 0'02	...	0'01 0'01	...	0'01 0'01	...	0'01 0'02	...	...
159 a	Miscellaneous expenses	1st half 2nd "	0'03 0'03	0'05 0'05	0'03 0'02	0'02 0'02	...	0'01 0'00	...	0'01 0'01	0'12 0'02	0'02 0'04
160 a	Payments to other lines	1st half 2nd "	0'05 0'05	0'04 0'00	0'23 0'19	0'57 0'67	...	0'15 0'15	0'05 0'03	0'11 0'13	0'06 0'08	0'40 0'40
161 a	Other charges (net)	1st half 2nd "	...	0'01 0'01	...	0'01 0'03	...	0'01 0'01	0'03 0'03	0'01 0'01	0'01 0'01	...
162 a	Total traffic expenses.	1st half 2nd "	4'76 4'67	0'67 8'02	6'07 5'93	5'16 5'41	2'07 1'72	4'53 4'67	4'60 4'64	4'19 5'19	6'25 6'69	4'24 4'43
PER CENT. ON TRAFFIC EARNINGS.												
(Abstracts II and I of Revenue Accounts).												
152 b	General superintendence (including office expenses)	1st half 2nd "	0'55 0'39	2'13 1'53	2'17 1'03	1'55 1'20	0'51 0'03	1'25 1'27	1'04 1'02	0'66 0'92	0'75 1'02	0'85 0'63
153 b	Station staff	1st half 2nd "	3'35 3'32	5'56 7'02	5'97 6'02	3'44 4'05	5'60 8'23	4'11 4'19	3'55 4'02	3'22 3'58	3'00 3'52	2'43 2'81
154 b	Train staff	1st half 2nd "	1'45 1'50	1'53 0'19	1'16 0'03	1'02 1'27	2'22 3'03	1'32 1'51	1'32 1'50	1'24 2'11	0'82 1'02	1'08 1'02
155 b	Fuel, lighting, water and general stores	1st half 2nd "	0'76 0'63	1'24 1'06	1'10 0'95	1'00 1'20	...	1'14 1'45	1'02 0'81	0'72 1'20	0'76 1'24	0'79 0'91
156 b	Clothing	1st half 2nd "	0'08 0'06	0'17 0'07	0'11 ...	0'01 0'13	...	0'05 0'19	0'02 0'10	0'05 0'05	0'10 0'12	0'03 0'13
157 b	Printing, stationery and tickets	1st half 2nd "	0'27 0'35	0'38 0'41	1'42 0'84	0'73 1'03	1'90 ...	0'52 0'59	0'13 0'37	0'56 0'51	0'41 0'20	0'32 0'40
158 b	Charges for delivery and collection of goods, etc.	1st half 2nd "	0'01 0'01	0'05 0'03	...	0'02 0'02	...	0'02 0'02	...	0'02 0'03	...	...
159 b	Miscellaneous expenses	1st half 2nd "	0'04 0'04	0'08 0'07	0'06 0'01	0'01 0'05	...	0'01 0'01	0'01 0'01	0'02 0'03	0'02 0'03	0'03 0'00
160 b	Payments to other lines	1st half 2nd "	0'00 0'08	0'06 0'00	0'47 0'34	0'08 1'36	...	0'10 0'28	0'08 0'16	0'16 0'22	0'06 0'10	0'58 0'60
161 b	Other charges (net)	1st half 2nd "	...	0'01 0'01	...	0'03 0'06	...	0'03 0'03	0'05 0'06	0'01 0'02	0'01 0'01	0'01 ...
162 b	Total traffic expenses	1st half 2nd "	6'90 6'90	15'41 11'49	12'45 10'75	8'82 11'03	10'13 12'17	8'08 10'14	7'80 7'98	6'47 9'18	5'93 7'96	6'12 6'71
	General superintendence per cent. on traffic earnings (including steamboat)	1st half 2nd "	0'84 0'89	1'08 1'53	2'17 1'63	1'55 1'20	0'51 0'93	1'25 1'37	1'04 1'03	0'66 0'99	0'75 1'02	0'86 0'69

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3 3"														Gauv.	Serial number.
11 (a) to (c).	2(b) to (d).	14	16	17 (a)&(b)	9(g)to (f).	18	19	20	10 (c).	21	23	24	Class: No.		
Madras.	Eastern Bengal.	Assam- Bengal.	Bengal and North- Western.	Rohil- kund and Ku- maon	Rajputana- Malwa.	Jodhpur- Bikaner.	Udaipur- Chitor.	Bhav- nagar Gondal- Junagad- Porbandar.	Hydera- bad- Godavari Valley.	Southern- Maharatta.	South Indian.	Burma.	Calendar year 1901 by half- years.		
EXPENSES.															
0'71 0'64	0'91 0'80	1'29 1'32	0'63 0'73	0'74 0'87	0'47 0'63	0'62 0'54	2'13 2'28	1'13 1'25	0'42 0'65	0'75 0'81	0'61 0'61	0'27 0'20	1st half 2nd "	152a	
2'00 2'07	2'72 2'38	3'71 3'82	0'48 1'64	1'46 1'61	1'87 2'45	1'03 1'14	2'46 2'21	2'81 2'84	1'57 1'70	1'28 1'36	1'84 1'71	2'64 2'53	1st half 2nd "	153a	
0'62 0'63	0'57 0'57	0'61 0'68	0'41 0'49	0'36 0'40	0'51 0'64	0'21 0'20	0'33 0'27	0'44 0'48	0'56 0'67	0'70 0'71	0'42 0'40	0'63 0'65	1st half 2nd "	154a	
0'50 0'55	0'55 0'52	0'85 0'92	0'41 0'44	0'51 0'56	0'47 0'78	0'30 0'37	0'93 0'61	0'49 0'64	0'54 0'50	0'44 0'52	0'34 0'31	0'48 0'56	1st half 2nd "	155a	
0'07 0'05	0'03 0'03	0'22 0'07	0'02 0'06	0'04 0'05	0'06 0'08	0'01 0'02	0'68 0'68	0'07 0'02	0'01 —0'02	0'05 0'12	0'04 ...	0'06 0'12	1st half 2nd "	156a	
0'33 0'46	0'16 0'22	0'36 0'43	0'20 0'25	0'31 0'46	0'25 0'31	0'40 0'38	0'42 0'10	0'45 0'47	0'21 0'31	0'28 0'30	0'43 0'34	0'30 0'36	1st half 2nd "	157a	
0'01 0'03	...	...	0'15 0'11	...	...	...	...	...	...	...	...	...	1st half 2nd "	158a
0'04 0'05	0'02 0'01	0'01 0'02	0'03 0'06	0'05 0'04	0'01 0'02	...	...	0'02 0'03	0'02 0'03	0'02 0'03	0'01 0'02	0'03 0'03	1st half 2nd "	159a
0'05 0'05	...	...	0'45 0'16	...	0'04 0'06	...	0'05 0'46	0'22 0'24	0'28 0'31	0'21 0'27	0'08 0'09	...	1st half 2nd "	160a
0'06 0'07	0'21 0'07	...	0'08 —0'16	...	0'01 0'01	...	...	0'01 0'02	0'01 0'01	0'01 0'02	0'03 —0'01	0'03 0'04	1st half 2nd "	161a
4'39 4'60	5'17 4'60	7'05 7'27	3'86 3'39	3'60 4'19	3'69 4'98	2'57 2'63	6'40 6'01	5'64 5'09	3'62 4'16	4'24 4'64	3'80 3'47	4'00 4'99	1st half 2nd "	162a	
1'28 1'20	1'97 1'60	2'45 2'81	1'38 1'97	1'56 2'12	0'75 1'03	1'58 1'26	2'99 3'48	1'79 2'50	1'15 1'73	1'81 2'19	1'24 1'23	1'18 1'51	1st half 2nd "	152b	
3'59 3'88	5'88 4'76	7'02 8'16	3'26 4'47	3'03 3'89	2'98 3'94	2'63 2'66	3'46 3'37	4'46 5'67	4'24 4'49	4'29 5'02	3'77 3'47	4'63 5'42	1st half 2nd "	153b	
1'10 1'18	1'24 1'13	1'15 1'46	0'91 1'35	0'75 0'96	0'81 1'02	0'53 0'48	0'46 0'43	0'71 0'95	1'50 1'76	1'68 1'91	0'86 0'81	1'11 1'39	1st half 2nd "	154b	
0'89 1'04	1'19 1'04	1'61 1'98	0'90 1'19	1'07 1'37	0'76 1'25	0'78 0'56	1'31 0'94	0'78 1'28	1'45 1'33	1'05 1'41	0'70 0'64	0'79 1'19	1st half 2nd "	155b	
0'13 0'10	0'07 0'07	0'41 0'15	0'05 0'16	0'08 0'11	0'10 0'12	0'04 0'04	0'11 0'13	0'11 0'03	0'01 —0'04	0'12 0'32	0'09 ...	0'11 0'26	1st half 2nd "	156b	
0'60 0'57	0'34 0'43	0'69 0'91	0'44 0'67	0'65 1'10	0'40 0'50	1'02 0'28	0'60 0'15	0'72 0'94	0'57 0'81	0'67 0'81	0'87 0'69	0'68 0'76	1st half 2nd "	157b	
0'02 0'03	...	...	0'32 0'30	...	...	...	...	...	...	...	...	...	1st half 2nd "	158b
0'07 0'10	0'03 0'03	0'01 0'04	0'07 0'16	0'10 0'09	0'02 0'03	0'01 ...	...	0'03 0'06	0'04 0'09	0'06 0'07	0'03 0'03	0'05 0'07	1st half 2nd "	159b
0'09 0'10	...	...	0'09 0'43	0'28 0'45	0'06 0'10	...	0'08 0'07	0'35 0'49	0'76 0'81	0'50 0'74	0'15 0'19	...	1st half 2nd "	160b
0'10 0'13	0'46 0'15	...	0'19 —0'44	...	0'01 0'01	...	...	0'01 0'04	0'02 0'02	0'03 0'06	0'07 ...	0'05 0'05	1st half 2nd "	161b
7'57 8'03	11'18 9'21	13'34 15'54	8'51 10'58	7'42 10'13	5'89 8'10	6'59 6'25	9'01 9'21	8'05 11'06	9'74 11'00	10'21 12'53	7'75 7'06	8'60 10'05	1st half 2nd "	162b	
1'28 1'20	1'79 1'47	2'45 2'81	1'28 1'84	1'56 2'12	0'75 1'03	1'58 1'26	2'99 3'48	1'79 2'50	1'15 1'73	1'81 2'19	1'24 1'23	1'18 1'51	1st half 2nd "		

Analysis of working of each railway

NOTE.—These statistics are not

Serial number.	PARTICULARS.	Gauge. Class: No.	5' 6".									
			1	2 (a)	3	4 (a)	4 (b)	6	7	8 (a) to (g)	9 (a) to (f)	10 (a) and (b)
			East Indian.	Eastern Bengal.	Bengal Central.	Bengal-Nagpur.	Raipur Dham-tari (2' 6")	Oudh and Rohil-khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
	PER TOTAL TRAIN-MILE.									TABLE E.—GENERAL		
163a	Home expenditure Annas { 1st half		* 0'35	0 27	1'95	1'04	0'08	0'09	0'12	* 0'41	0 26	0'78
			* 0'35	...	1'48	1'03	1'39	...	...	* 0'49	0'33	0'70
164a	Agent's office—salaries and expenses " { 1st half		* 0'11	0'36	1'30	0'37	...	0'20	0'16	0'17	0'23	0'36
			0'11	0'44	1'02	0'33	...	0'21	0'16	0 19	0 27	0'27
165a	Audit, accounts and pay office " { 1st half		0'45	0'78	1'67	0'84	0'07	0'62	0'52	0'56	0 93	1'29
			0'46	0'71	1'31	0'79	...	0'63	0'50	0'65	0'91	1'01
166a	Stores Department " { 1st half		0'16	0'06	0'22	0'19	...	0'14	0'13	0'16	0'35	0'18
			0'14	0'09	0'14	0'15	...	0'14	0'14	0'19	0 37	0'13
167a	Medical " { 1st half		0'14	0'20	0'14	0'24	...	0'11	0'13	0'10	0'20	0'19
			0'13	0'18	0'13	0'23	...	0'10	0'13	0'12	0'21	0'16
168a	Rents and miscellaneous " { 1st half		0'21	0'22	0'94	0'26	...	0'18	0'15	0'13	0'35	0'54
			0'21	0'21	0'71	0'36	0'01	0'27	0'17	0'19	0'34	0'29
169a	Police " { 1st half		0'18	0'16	0'44	0'18	0'04	0'15	0'19	0'22	0'44	0'48
			0'19	0'15	0'36	0'24	0'10	0'15	0'19	0'26	0'47	0'56
170a	Advertising " { 1st half		0'01	0'01	0'03	0'02	...	0'01	0'01	0'01	...	0'01
			0'01	0'02	0'06	0'01	...	0'02	0'02	0'01	0'01	0'01
171a	Electric telegraph " { 1st half		0'57	0'91	0'96	1'05	0'61	0'61	0'74	0'66	1'00	0'56
			0'62	0'81	0'73	1'10	0'54	0'61	0'73	0 77	1'15	0'56
172a	Other charges (net) " { 1st half		...	...	...	0'01	...	...	...	0'01	...	0'01
			...	...	...	...	...	...	0'01	0'02	...	...
173a	Total general charges " { 1st half		2'20	2'97	7'65	4'20	1'70	2'11	2'15	2'43	3'76	4'40
			2'26	2'61	5'94	4'24	2'04	2'13	2'05	2'89	4'06	3'69
	PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure Per cent. { 1st half		* 0'50	0'47	3'10	1'72	4'58	0'16	0'19	0'59	0'24	1'10
			0'52	...	2'56	1'97	9'69	0'00	...	0 80	0 38	1'02
164b	Agent's office—salaries and expenses " { 1st half		0'15	0'62	2'06	0'62	...	0'36	0'27	0'24	0'21	0'50
			0'17	0'67	1'76	0'64	...	0'42	0'27	0'34	0'31	0'41
165b	Audit, accounts and pay office " { 1st half		0'65	1'32	2'65	1'37	0'32	1'11	0'86	0'80	0'86	1'81
			0'68	1'07	2'28	1'52	...	1'26	0'84	1'14	1'06	1'47
166b	Stores Department " { 1st half		0'24	0'11	0'36	0'29	...	0'26	0'21	0'23	0'32	0'23
			0'22	0'13	0'25	0'30	...	0'29	0'24	0'34	0 43	0'20
167b	Medical " { 1st half		0 20	0'34	0'22	0'39	...	0'19	0'22	0 14	0'18	0'27
			0'20	0'27	0'22	0'44	...	0'21	0'22	0'70	0'25	0'24
168b	Rents and miscellaneous " { 1st half		0'31	0'36	1'49	0'44	...	0'33	0'24	0'19	0'32	0'75
			0'31	0'32	1'23	0'69	0'08	0'54	0'29	0'32	0'40	0'42
169b	Police " { 1st half		0'27	0'27	0 70	0'30	0'20	0'26	0'32	0'31	0'41	0'68
			0'28	0'22	0'62	0'45	0'09	0'30	0'33	0 46	0 55	0'80
170b	Advertising " { 1st half		0'01	0'02	0'04	0'04	...	0'02	0'01	0'01	0'01	0'02
			0'01	0'02	0'10	0'03	...	0'02	0'02	0'02	0'01	0'01
171b	Electric telegraph " { 1st half		0'81	1'57	1 54	1'71	2'86	1'08	1'23	0 94	0'93	0'79
			0'90	1'22	1'28	2'10	3'74	1'23	1'23	1'34	1 33	0'83
172b	Other charges (net) " { 1st half		...	0'01	...	...	...	...	0'01	0'01	...	0'02
			0'01	...	...	0'01	...	...	0'02	0 03	...	...
173b	Total general charges " { 1st half		3'14	5'09	12'16	6 88	7'96	3'77	3'56	3'46	3'48	6 17
			3'30	3'92	10'30	8'15	14'20	4'27	3'46	5'05	4'72	5'40
	PER CENT. ON GROSS EARNINGS.											
174	Law charges Per cent. { 1st half		0'02	0'03	0'18	0'01	...	0'01	...	0'02	0'02	0'01
			0'06	0'04	0'15	0'01	...	...	...	0 01	0'01	0'02
175	Compensation " { 1st half		0'09	0'61	0'01	0'03	...	0'05	0'12	0'20	0'19	0'01
			0'17	0'37	0'11	0'15	...	0'15	0'06	0'31	0'37	0'03
176	Rates and taxes " { 1st half		0'11	0'21	0'32	0'10	...	0'03	0'10	0'09	0'11	0'01
			0'13	0'20	0'25	0'17	...	0'03	0'14	0'19	0'12	0'01
177	Payments to other lines " { 1st half		2'05	...	4'78	1'90	...	1 30	0'27	0'93	0'17	...
			1'03	0'89	5'48	2'06	...	0'95	0'23	1'04	0 80	0'46
178	Other charges (net) " { 1st half		0'31	1'04	0'56	1'35	1'02	0'67	0'83	0 85	1'06	0'89
			0'21	0'87	0'57	1'44	1'70	0'80	0'89	1'27	0'04	1'02
179	Total special and miscellaneous expenses " { 1st half		2'60	1'89	5'85	3'40	1'02	2'06	1'32	2'09	1'55	0'92
			1'60	2'37	6'56	3'83	1'70	1'93	1'32	2'82	1'34	1'54

* Including cost of Government controlling establishment.

DIX 46—contd.

Appendix 46.
Analysis.

(by systems) during each half-year of 1901—contd.

prepared by the railways not shown.

3' 3 3/4"														GAUGE.	
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	9 (c) to (f)	18	19	20	10 (c)	21	23	24	Class : No	Serial number.	
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagadh-Forhandar	Hyderabad Godavari Valley.	Southern Mahratta	South Indian.	Burma.	Calendar year 1901 by half-years.		
CHARGES.															
0'28 0'29		2'26 2'75	0'48 0'54	0'85 0'63	0'15 0'24	...	...	0'16 0'15	0'40 1'00	0'88 0'96	0'43 0'44	0'85 0'91	1st half 2nd "	163a	
0'27 0'28		0'75 1'06	0'18 0'19	0'37 0'45	0'13 0'20	...	2'68 1'84	0'77 0'85	0'23 0'38	0'24 0'32	0'25 0'25	0'22 0'21	1st half 2nd "		164a
0'64 0'67		2'46 2'31	0'76 0'78	1'01 1'14	0'55 0'68	0'73 0'57	1'22 1'30	1'61 1'82	0'81 1'41	0'77 0'86	0'77 0'74	0'55 0'61	1st half 2nd "	165a	
0'15 0'10		0'70 0'72	0'09 0'10	0'25 0'30	0'20 0'27	0'11 0'12	0'19 0'13	0'35 0'41	0'11 0'19	0'20 0'22	0'22 0'20	0'17 0'20	1st half 2nd "		166a
0'13 0'13		0'43 0'46	0'09 0'10	0'08 0'16	0'12 0'10	0'07 0'08	0'29 0'28	0'38 0'44	0'22 0'32	0'16 0'17	0'15 0'16	0'14 0'15	1st half 2nd "	167a	
0'10 0'10		0'32 0'20	0'13 0'13	0'36 0'42	0'21 0'20	0'06 0'11	0'47 0'29	0'44 0'39	0'33 0'38	0'18 0'21	0'17 0'18	0'17 0'17	1st half 2nd "		168a
0'17 0'29		0'41 0'39	0'23 0'24	0'34 0'38	0'26 0'35	0'08 0'10	...	1'02 1'18	0'53 0'58	0'41 0'68	0'25 0'24	0'46 0'35	1st half 2nd "	169a	
0'02 0'02		0'04 0'02	0'01 0'01	0'01 0'02	...	...	...	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	0'01 ...	1st half 2nd "		170a
0'78 0'76		1'61 1'58	0'68 0'64	0'70 0'79	0'59 0'85	0'83 0'81	0'89 0'98	1'24 1'36	0'66 0'74	1'00 1'10	0'58 0'65	0'74 0'75	1st half 2nd "	171a	
0'15 0'13		...	...	...	...	...	...	...	...	0'02 ...	...	0'01 0'01	1st half 2nd "		172a
2'69 2'77		8'98 9'10	2'65 2'59	4'26 4'61	2'21 3'02	1'88 1'93	5'74 4'72	5'98 6'61	3'39 5'01	3'87 4'53	3'20 3'29	3'31 3'36	1st half 2nd "	173a	
0'50 0'52	Included with the 5' 6" gauge.	4'10 5'59	0'94 1'33	1'65 1'50	0'24 0'38	...	...	0'25 0'29	1'10 2'48	2'09 2'52	0'85 0'87	1'46 1'91	1st half 2nd "		163b
0'48 0'51		1'36 1'36	0'36 0'46	0'73 0'75	0'21 0'31	...	3'74 2'78	1'19 1'67	0'49 0'96	0'58 0'86	0'49 0'50	0'38 0'43	1st half 2nd "	164b	
1'12 1'23		4'46 4'69	1'51 1'91	2'00 2'71	0'86 1'06	1'83 1'30	1'72 1'97	2'51 3'58	1'82 3'52	1'82 2'26	1'54 1'47	0'94 1'27	1st half 2nd "		165b
0'27 0'18		1'28 1'48	0'17 0'24	0'49 0'72	0'32 0'43	0'28 0'27	0'27 0'20	0'54 0'79	0'25 0'47	0'47 0'58	0'44 0'40	0'30 0'42	1st half 2nd "	166b	
0'22 0'24		0'78 0'95	0'18 0'24	0'16 0'38	0'18 0'25	0'17 0'17	0'40 0'42	0'60 0'85	0'48 0'78	0'37 0'46	0'30 0'35	0'24 0'32	1st half 2nd "		167b
0'17 0'18		0'57 0'43	0'27 0'33	0'72 1'00	0'32 0'40	0'15 0'26	0'66 0'45	0'68 0'77	0'71 0'92	0'43 0'55	0'35 0'36	0'30 0'36	1st half 2nd "	168b	
0'29 0'53		0'73 0'79	0'46 0'59	0'68 0'69	0'41 0'55	0'12 0'24	...	1'61 2'31	1'17 1'45	0'96 1'79	0'50 0'46	0'79 0'74	1st half 2nd "		169b
0'04 0'03		0'07 0'04	0'02 0'02	0'02 0'04	0'01 0'01	...	...	0'01 0'02	0'02 0'04	0'03 0'03	0'02 0'02	0'02 0'01	1st half 2nd "	170b	
1'37 1'39		2'93 3'24	1'35 1'56	1'39 1'56	0'93 1'34	2'07 1'84	1'39 1'49	1'94 2'67	1'48 1'84	2'37 2'91	1'16 1'28	1'27 1'58	1st half 2nd "		171b
0'27 0'23		...	...	...	...	...	...	...	...	0'05 0'01	0'01 0'02	...	1st half 2nd "	172b	
4'73 5'01			16'28 18'57	5'26 6'32	8'44 10'93	3'48 4'74	4'72 4'38	8'20 7'31	9'33 12'95	7'54 12'47	9'17 11'97	6'40 6'50	5'70 7'05		1st half 2nd "	173b
MISCELLANEOUS EXPENSES.															
0'03 0'01		0'30 0'09	0'02 0'06	0'05 0'11	0'02 0'01	...	...	0'02 ...	0'02 0'05	0'06 0'05	...	0'01 0'01	1st half 2nd "	174	
0'07 0'12		0'04 0'01	0'08 0'09	0'02 0'07	0'19 0'37	0'04 0'09	0'37 0'06	0'13 0'10	...	0'05 0'06	0'01 0'01	0'02 0'06	1st half 2nd "		175
0'15 0'19		0'05 0'43	0'04 0'05	0'01 0'01	0'11 0'12	...	...	...	0'02 0'02	0'07 0'16	0'19 0'17	0'08 0'50	1st half 2nd "	176	
0'81 0'45		...	0'04 0'05	0'03 ...	0'17 0'30	1'53 1'59	0'79 2'45	0'30 0'23	0'19 0'21	0'13 0'10	0'10 0'09	...	1st half 2nd "		177
1'17 1'24		1'52 1'81	1'38 0'03	0'41 0'53	0'57 0'67	0'23 0'28	1'53 0'36	0'99 1'09	0'58 1'08	1'24 1'97	0'58 0'62	0'88 1'05	1st half 2nd "	178	
2'23 2'01		1'91 2'34	1'56 2'22	0'52 0'72	1'06 0'87	1'80 1'96	2'69 2'87	1'44 1'43	0'81 1'36	1'55 2'34	0'88 0'90	0'99 1'62	1st half 2nd "		179

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED
NOTE.—These statistics are not

Serial number.	PARTICULARS.	5' 6"										
		GAUGE.										
		Class: No.	1	2 (a)	3	4 (a)	4 (b)	6 (a) & (b)	7 (a) to (c)	8 (a) to (c)	9 (a) to (f)	10 (a) & (b)
		Calendar year 1901 by half-years.	East Indian.	Eastern Bengal.	Bengal Central.	Bengal Nagpur.	Raipur Dham-tari. (2' 6")	Oudh and Rohil-khand.	North Western.	Great Indian Peninsula.	Bombay, Baroda and Central India.	The Nizam's Guaranteed State.
FROM APPENDIX I.												
180	Average number of locomotives on the line . . . No.	1st-half	795	114	20	168	4	163	624	747	183	52
		2nd "	810	118	23	176	4	171	634	747	188	52
181	Average miles run per locomotive per diem. . . . Miles	1st-half	73'15	62'44	55'84	67'41	51'50	77'39	60'75	59'57	55'46	64'42
		2nd "	70'44	72'57	62'66	63'57	35'32	75'27	59'76	49'30	45'98	58'20
lbs. coal per engine-mile (coal burning engines)—												
182	Coaching . . . lbs.	1st-half								38'42	44'02	46'55
		2nd "								38'29	44'50	42'29
183	Goods . . . "	1st-half	51'01	51'32	41'00	48'82	21'12	40'83	42'12	44'52	42'41	52'34
		2nd "	49'93	50'91	42'32	44'11	18'73	39'36	40'55	43'24	46'55	54'78
184	Mixed . . . "	1st-half								50'92	51'10	52'80
		2nd "								43'83	45'03	55'83
lbs. wood per engine-mile (wood-burning engines)—												
185	Coaching . . . lbs.	1st-half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
186	Goods . . . "	1st-half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . "	1st-half	...	...	...	...	...	...	...	...	...	...
		2nd "	...	...	...	...	...	...	...	...	...	...
Average gross weight of trains—												
188	Coaching . . . Tons	1st-half	163'30	163'54	191'62	203'59	...	174'72	217'56	171'19	159'37	120'12
		2nd "	181'64	175'64	164'27	205'05	36'60	166'21	213'72	168'20	153'53	124'29
189	Goods . . . "	1st-half	413'27	381'61	169'68	377'69	46'25	313'66	318'49	353'37	545'79	323'87
		2nd "	410'15	394'34	357'03	392'65	49'70	326'76	332'78	332'98	429'15	333'03
190	Mixed . . . "	1st-half	222'84	213'11	180'35	342'13	58'76	207'24	239'34	...	224'94	276'75
		2nd "	232'50	216'71	204'01	277'80	36'11	208'06	254'44	...	263'02	305'01
Average through speed of trains—												
191	Coaching . Miles per hour	1st-half	20'40	19'07	16'00	25'95	...	23'33	21'12	24'94	20'18	22'86
		2nd "	20'40	19'07	16'00	25'99	...	23'35	22'46	24'92	20'37	22'86
192	Goods . . . "	1st-half	12'70	15'00	12'00	10'58	...	9'13	11'16	10'00	10'69	10'27
		2nd "	12'70	15'00	12'00	10'59	...	9'13	11'75	9'76	10'16	10'27
193	Mixed . . . "	1st-half	18'00	14'30	14'00	17'55	9'30	16'09	15'13	15'86	15'13	12'84
		2nd "	18'00	14'30	14'00	17'50	12'05	16'09	15'84	15'88	14'76	12'84
FROM APPENDIX II.												
194	Average mileage per diem of coaching vehicles, including brakes . . . Miles	1st-half	252,526	44,926	9,763	75,960	738	87,413	215,680	215,013	74,650	14,754
		2nd "	264,369	44,813	8,734	95,836	843	92,551	261,155	215,645	73,328	14,059
195	Goods ditto ditto . . . "	1st-half	880,798	62,421	4,754	131,664	1,545	141,388	491,202	669,159	166,996	56,685
		2nd "	817,777	117,165	16,621	127,227	459	124,608	474,793	457,311	100,463	46,237
FROM APPENDIX V.												
Average age of sleepers—												
196	Wood . . . Years	1st-half	10'71	8'50	12'30	7'55	0'50	9'73	7'54	17'00	8'44	15'00
		2nd "	10'98	8'50	12'38	7'74	1'00	9'81	7'86	17'00	8'52	15'00
197	Iron . . . "	1st-half	†10'17	§8'00	...	§8'76	...	§16'56	§12'85	11'25	13'42	§§18'50
		2nd "	†10'07	§8'50	...	§7'80	...	§16'55	§13'16	11'75	13'78	§§19'00
Percentage of removals—												
198	Wood . . . Per cent.	1st-half	3'66	4'37	2'79	0'71	...	0'32	2'51	13'71	4'20	1'15
		2nd "	2'61	6'08	3'26	0'41	...	0'12	3'17	2'30	6'29	6'30
199	Iron . . . "	1st-half	†3'05	§0'88	...	§0'37	...	§3'50	§5'32	0'07	3'20	§§0'19
		2nd "	†3'12	§0'49	...	§0'03	...	§6'01	§4'09	0'05	0'18	§§0'88

* The through speed of express goods trains is 10'90 miles per hour.

† Denham Oiphert's sleepers only.

§ Total iron and steel sleepers.

|| Indian Midland railway only.

§§ Bombay, Baroda and Central India railway only.

*** Total wood, iron and steel.

(by systems) during each half-year of 1901—concl'd.

AS APPENDICES TO THE ANALYSIS.
prepared by the railways not shown.

3' 3 1/2"														GAUGE.		Serial number.
11 (a) to (c)	2 (b) to (d)	14	16	17 (a) & (b)	9 (g) to (j)	18	19	20	10 (c)	21	23	24	Class: No			
Madras.	Eastern Bengal.	Assam-Bengal.	Bengal and North-Western.	Rohilkund and Kumaon.	Rajputana-Malwa.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Porbandar.	Hyderabad Godavari Valley.	Southern Mahratta.	South Indian.	Burma.	Calendar year 1901 by half-years.			
231	114	43	149	26	428	36	2	30	35	185	198	193	1st half	180		
232	116	41	169	30	428	40	3	30	35	210	201	201	2nd "			
65'15	65'97	48'26	74'35	84'48	56'21	59'60	76'65	56'52	65'97	56'49	50'37	63'67	1st half	181		
64'40	67'14	53'22	63'24	62'97	43'95	58'26	50'33	47'54	62'78	44'85	49'93	58'60	2nd "			
43'85 42'94	32'07 32'29	28'24 31'49	31'90 29'05	...	35'94 32'57	33'87 32'46	36'14 31'42	29'56 28'29	35'29 59'73 31'93 32'15 39'54 39'68	31'84 30'28	30'25 29'34 29'23 30'94 33'71 33'76	40'23 40'79 39'82 42'73 42'96 41'68	1st half	182		
													2nd "			
													1st half	183		
													2nd "			
...	...	...	...	55'79 52'06	...	...	...	...	...	...	...	...	1st half	185
...		2nd "	
...	1st half	186
...	2nd "	
...	1st half	187	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	2nd "
134'64	87'90	164'85	139'88	§	107'85	78'58	...	72'97	116'06	88'88	70'81	126'10	1st half	188		
131'47	96'24	100'75	142'79	§	107'64	67'95	...	71'94	110'36	88'13	80'38	122'58	2nd "			
379'20	177'88	131'13	171'37	§	239'58	150'43	...	168'70	134'30	269'23	107'10	179'98	1st half	189		
377'90	179'83	151'62	161'41	§	142'82	159'90	...	176'57	145'89	267'91	116'78	150'68	2nd "			
244'36	126'56	194'86	170'83	§	142'44	105'56	174'41	146'67	158'98	208'30	181'77	185'24	1st half	190		
261'88	123'66	178'79	146'80	§	244'64	113'46	163'93	133'96	138'67	198'58	167'99	174'84	2nd "			
20'23	19'23	...	15'40	...	19'27	...	...	20'25	...	16'75	18'00	18'20	1st half	191
20'23	19'28	...	15'40	...	19'27	...	...	20'25	...	15'76	18'00	18'20	2nd "	
11'93	11'16	...	9'50	10'49	9'51	10'14	...	10'36	9'80	8'30	9'50	10'78	1st half	192		
11'90	11'16	...	9'50	10'27	9'51	10'33	...	10'36	9'80	7'81	9'50	10'78	2nd "			
11'10	12'50	13'13	12'10	12'56	14'52	12'85	14'76	11'83	12'42	12'81	12'00	13'05	1st half	193		
11'10	12'50	11'62	12'10	13'59	14'52	12'82	14'76	11'83	12'42	11'63	12'00	13'05	2nd "			
75,005	48,806	18,837	89,650	13,829	141,654	16,900	1,963	18,817	14,322	68,326	95,387	93,565	1st half	194		
71,049	50,655	20,719	90,550	13,846	143,394	20,338	1,895	18,115	14,112	64,759	93,372	91,283	2nd "			
187,991	79,093	23,244	142,215	24,898	503,425	23,294	1,726	17,940	27,007	133,375	85,936	166,208	1st half	195		
192,245	80,075	21,621	124,589	18,262	329,650	28,246	1,587	12,645	21,790	106,558	87,438	140,961	2nd "			
*											††					
9'47	12'00	...	‡ 11'35	10'10	9'50	† 7'50	4'99	10'82	...	12'50	12'18	10'59	1st half	196		
4'12	12'00	...	‡ 11'39	10'42	9'50	† 8'00	...	11'21	...	12'50	12'21	10'95	2nd "			
28'08	† 14'50	...	17'88	...	† 14'50	...	...	** 11'21	...	** 13'50	15'15	5'36	1st half	197
29'35	† 15'00	...	18'38	...	† 15'00	...	...	** 11'71	...	** 14'00	15'54	5'86	2nd "	
2'70	4'37	0'26	2'51	0'72	5'39	† 0'49	0'19	0'79	0'10	0'86	4'92	2'08	1st half	198		
3'04	2'46	0'71	‡ 1'71	3'17	4'71	† 0'20	...	0'97	0'04	2'18	4'46	1'09	2nd "			
0'15	† 2'78	...	‡ 0'06	...	† 0'17	...	...	...	† 0'09	** 0'24	0'04	...	1st half	199
0'13	† 2'58	...	...	...	† 0'28	...	...	0'02	† 0'04	** 6'77	0'33	...	2nd "	

* Excludes North-East line.

† Total iron and steel.

‡ Tirhoot section only. The figures for the Company's section are—item 195 { 1st-half 8'93.
2nd-half 9'34. Item 198 { 1st-half 0'85.
2nd-half 0'80.

§ Information not furnished.

|| Jodhpur railway only.

¶ Total wood and steel sleepers.

** Steel sleepers.

†† South Indian railway only.

HISTORY OF RAILWAYS.

Appendix 47.
History of railways.

History of railways constructed and in progress

APPEN

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
	AGRA-DELHI CHORD— (5' 6" gauge.)	15-9-98	...		
	Agra to Delhi			121'16	
	TOTAL, AGRA-DELHI CHORD . . . . .			...	121'16
9 (i)	AHMEDABAD-PARANTIJ— (See Bombay, Baroda and Central India system.)				
6 (a)	ALLAHABAD-FYZABAD— (See Oudh and Rohilkhand system.)				
8 (c)	AMRAOTI— (See Great Indian Peninsula system.)				

DIX 47.

Appendix 47.
History of railways.*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. Agra-Delhi Chord—

General remarks.—Although the line has been sanctioned for construction, commencement of work has been postponed pending the settlement of other questions.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
14 (a)	ASSAM-BENGAL SYSTEM— (3' 3 $\frac{3}{8}$ " gauge.)				
	<i>Main line—</i>				
	Chittagong Port to Chittagong	28-5-91	3-11-95	1'73	
	Chittagong to Feni		1-7-95	56'90	
	Feni to Comilla		1-7-95	39'10	
	Comilla to Akhaura		1-1-96	29'41	
	Akhaura to Karimganj*		*4-12-96	115'00	
	Karimganj to Badarpur*		*4-12-96	12'00	
	Badarpur to Damchara		23-4-99	18'50	
	Lumding to Nazira		1-1-01	142'20	
	Nazira to Lakwa		15-11-01	10'75	
	Total Main line . . . . .	...	...	...	425'59
	<i>Branches—</i>				
	Laksam to Chandpur	28-5-91	1-7-95	31'62	
	Badarpur to Katta Khal		13-6-98	6'27	
	Katta Khal to Silchar		8-11-98	12'35	
	Gauhati to Gauhati Ghât		1-1-00	1'22	
	Gauhati to Jamuna Mukh		1-1-97	74'50	
	Jamuna Mukh to Lanka		2-1-99	19'35	
	Lanka to Lumding (temporary station)		1-3-99	15'21	
	Lumding (temporary station) to Lumding		20-2-00	3'10	
	Total Branches . . . . .	...	...	...	163'62
	TOTAL OPEN MILEAGE, ASSAM-BENGAL . . . . .	...	...	...	589'21
	<i>Lines under construction or sanctioned for construction—</i>				
	ASSAM-BENGAL—				
	Damchara to Lumding	28-5-91	† 1-6-02 † 31-12-02	155'24	
	Lakwa to Tinsukia				
14 (b)	NOAKHALI (BENGAL)—				
	Laksam to Ichakhali	6-4-01	† 15-12-02	34'95	
	Total Lines under construction . . . . .	...	...	...	190'19
	GRAND TOTAL, ASSAM-BENGAL SYSTEM . . . . .	...	...	...	779'40

* Closed for repairs after the earthquake of 12th June 1897 and

Akhaura to Srimangal
Srimangal to Kalaura
Kalaura to Karimganj
Karimganj to Badarpur

† Probable dates of opening; but there seems little probability

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Assam-Bengal railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Assam-Bengal railway (3' 3 $\frac{3}{8}$ " gauge)	589'21	155'24	744'45
(b) Noakhali (Bengal) railway (3' 3 $\frac{3}{8}$ " gauge) . . . .	...	34'95	34'95
Total	589'21	190'19	779'40

2. Assam-Bengal railway—

(a) The Assam-Bengal railway is worked under the following contract—

Contract of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—Government guaranteed interest in sterling at 3 $\frac{1}{2}$ per cent. on the Company's share capital of £ 1,500,000 till 30th June 1898, and thereafter at 3 per cent. Land was also provided free of charge.

(ii) *Terms of contract*.—The contract provides that the Company raise £ 1,500,000, and that any further money required, be either supplied by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of moneys paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

(iii) *Currency of contract*.—Government may determine the contract, by giving 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or the line is worked at a loss. On the determination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*—The net earnings to be applied in payment of—

The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{3}{4}$ ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; Interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceed $\frac{1}{4}$ ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and

The residue to Government and the Company in the ratio of their respective capital expenditure.

(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vii) *General remarks*.—As it was considered that railway communication with Bengal and Assam was a matter of urgency, the construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was subsequently formed in England in April 1892 and absorbed the Assam-Bengal State railway.

3. Noakhali (Bengal) railway—

(a) The Noakhali (Bengal) railway is worked under the following contracts:—

Contract of—27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company,] for working the line.

reopened as follows:—

. 20-7-97
 24-7-97
 8-8-97
 18-10-97

of the hill section being opened at the expected date (1-6-02).

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
14 (a)	ASSAM-BENGAL SYSTEM—concluded.				

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Noakhali (Bengal) railway—concluded.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid.*—If the net earnings in any half-year are less than Rs. 30,000, Government allow as rebate a sum not exceeding one-half of the gross earnings of such half-year of the Assam-Bengal railway from interchanged traffic (except stores) as will, together with the net earnings of the Company, make up an amount equal to Rs. 30,000. Land also has been provided free of charge.
- (ii) *Terms of contract.*—The Company's share or stock capital is limited to £1,30,000, which cannot be increased without the sanction of the Secretary of State and of the working agency; but the Company can raise money at a reasonable rate of interest for *bond-fide* temporary purposes.
- (iii) *Currency of contract.*—The Secretary of State may, by giving notice and by paying to the Company in India the value of the said railway, works, plant, machinery and stores, determine the contract, if the Company fail to comply with their obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent. the balance on the Capital Account of the Company, or be less than such balance.
- (iv) *Terms of working.*—The gross earnings are to be applied in payment—
To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one-half of 1 per cent. of the total gross earnings;
Of Rs. 25 per mile open per week of the new railway maintainable by the Company;
Of Rs. 35 per mile open per week of the new railway not maintainable by the Company; and
Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year;
The residue to be paid over to the Company as the net earnings of the new railway.
- (v) *Rates and fares.*—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

4. Details of construction—

- (a) *Permanent-way.*—The line is laid with 50lb. rails on sâl and pyinkado sleepers.
- (b) *Ballast.*—The ballast consists of broken brick, stone and laterite.
- (c) *Tunnels.*—The following are the tunnels of 500 feet length and over:—tunnel between Biara and Damchara, 671 feet; tunnel between Harangajao and Jatinga, 596 feet; tunnel between Harangajao and Jatinga, 815 feet; tunnel between Harangajao and Jatinga, 843 feet; tunnel between Hasanghaju and Nerebangla, 1,907 feet; tunnel between Hasanghaju and Nerebangla, 500 feet; tunnel between Hasanghaju and Nerebangla, 880 feet; and tunnel between Mupa and Langting, 760 feet. There are 14 other tunnels, varying from 156 feet to 487 feet in length, aggregating 4,583 feet.
- (d) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Brak (between Badarpur and Biara), 230 feet; Kopili (between Jagiroad and Dharamtul), 1,380 feet; and Dihing (between Naharkatiya and Bordubi), 1,050 feet.
- (e) *Fencing.*—The open line, with the exception of 8 miles between Barlekha and Latu and the section Lakwa to Gauhati ghât, is fenced. There is also a short length of fencing out of Gauhati.
- (f) *Curves.*—On the hill section the curves vary from 573 feet to 955 feet in radius. On the rest of the line, there are no curves under a radius of 1,000 feet.
- (g) *Gradients.*—The total open mileage of section I, *viz.*, from Chittogong Port to Badarpur, Laksam to Chandpur and Badarpur to Silchar, is 304·38 miles, of which 13·88 miles are on a gradient of 1 in 150 or steeper. The total open mileage of section II, *viz.*, from Badarpur to Lumding, is 18·50 miles, of which 1·38 miles are on a gradient of 1 in 65 or steeper. The total open mileage of section III, *viz.*, from Lumding to Tinsukia and Lumding to Gauhati ghât, is 266·33 miles, of which 18·05 miles are on a gradient of 1 in 100 or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
26 (a)	BARSI LIGHT.— (2' 6" gauge.)				
	Bársi Junction to the town of Bársi	1-8-95	1-3-97	21'59	
	TOTAL, OPEN MILEAGE .				21'59
	<i>Lines under construction or sanctioned for construction—</i>				
	Bársi Junction to Pandharpur	6-1-98	} ... }	30'67	
	Bársi town to Tadvála	29-11-00		26'70	
	Total Lines under construction .				57'37
	TOTAL, BARSÍ LIGHT .				78'96

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Barsi Light railway—

- (a) The Bársi Light railway is worked under the following contract:—

Contract of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working.

- (b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The Company is allowed the use of the road between Bársi Town and Bársi Road station only.

(ii) *Currency of contract*.—Government may determine the contract on the 1st January 1917, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital expended with the authority of the Secretary of State.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

2. Details of construction—

(a) *Permanent-way*.—Steel flat-footed rails 35 lb. to the yard on steel sleepers.

(b) *Ballast*.—Partly of broken stone and partly of hard moorum.

(c) *Fencing*.—An efficient fencing is provided for a short distance on either side of level crossings, at bridges and round Bársi Road Junction and Bársi Town stations.

(d) *Curves*.—There are four curves of less than 1,000 feet radius.

(e) *Gradients*.—Of a total open mileage of 21.59 miles, 3.46 miles are on a gradient of 1 in 100 or steeper.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bengal and North-Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Bengal and North-Western railway (3' 3 $\frac{3}{8}$ " gauge)	534·90	1·00	535·90
(b) Ganges-Gogra Doab extensions (3' 3 $\frac{3}{8}$ " gauge)	208·10	66 00	274·10
(c) Tirhoot State railway (3' 3 $\frac{3}{8}$ " gauge)	519·10	30·47	549·57
(d) Sagauli-Raxaul railway (3' 3 $\frac{3}{8}$ " gauge)	18·09	...	18·09
Total	1,280·19	97·47	1,377·66

2. Bengal and North-Western and Tirhoot State railways—

(a) The Bengal and North-Western and Tirhoot State railways are worked under the following contracts :—
Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

18th July 1890.—Contract for the taking over and working of the Tirhoot State railway.

19th December 1894.—Contract supplemental to those of 1882, 1886 and 1890, providing for the extensions marked* (on the opposite page) of the Company's railway and for the exercise of running powers over the metre gauge (3' 3 $\frac{3}{8}$ ") link from Burhwal to Cawnpore.

12th December 1895.—Contract modifying that of 1890.

23rd July 1896.—Contract supplemental to those of 1882, 1886, 1890, 1894 and 1895, known as the Ganges-Gogra Doab contract, for the extensions marked† (on the opposite page) of the Company's railway.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid*.—Land alone was provided free of charge.

(ii) *Currency of contracts*.—

Bengal and North-Western railway contract.—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper are current for a period of 99 years and terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, moveable machinery, stores, etc. Government may, however, determine the contract after 30 years (*i.e.*, on the 31st December 1912) or 50 years (*i.e.*, on the 31st December 1932) on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, at six months' notice, if the Company fail to observe their obligations, on paying the value of rolling-stock, stores, etc., and fair value of line, less value of same treated as a reversionary sum absolutely payable on the 31st December 1981.

Ganges-Gogra Doab contract.—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines (marked†) runs concurrently with those of 1882, 1886 and 1894, but in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line as shown in sterling only, without any premium.

Tirhoot State railway contract.—The contract of 1890, *viz.*, that for working the Tirhoot State railway, terminates on the 31st December 1904. If the original contract with the Company dated the 12th December 1882, terminates for any reason prior to the expiry of the term of the Tirhoot contract the latter also, *ipso facto*, terminates at the same time. Government may also terminate the contract at any time after six months' notice, if the Company fail to observe their obligations. On the determination of the contract, Government resumes possession of the State railway. Any capital sums which may have been raised by Government, and expended on the Company's lines, or which may have been raised and expended by the Company on the State railway, shall be considered as debt due from the Company and Government, respectively.

(iii) *Power of Company to surrender contracts*.—Nil.

(iv) *Terms of working*.—The Company's railway and the Tirhoot State railway are worked as one concern, a joint account of working expenses and net earnings being kept, the latter being applied in the order stated—

In payment of any further contribution (beyond that chargeable to working expenses) to the Company's Provident Institution;

In payment of interest at 4 per cent., on Rs. 5,13,67,566 being the capital raised and expended by the Company;

In payment of interest at 4 per cent., on Rs. 3,89,43,463 being the capital supplied by Government; and

In payment of the residue to Government and the Company in the ratio of their respective shares of capital, subject to the further payment to the Company of 5 per cent. of the Government's share of the residue as compensation for working the Tirhoot State railway for Government.

REMARKS.

2. Bengal and North-Western and Tirhoot State railways—concluded.

(b) General conditions—concluded.

(v) *Rates and fares.*—On the Company's section, the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section, certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Bengal and North-Western railway has direct communication with the railway system of India at only three points, on its system, *viz.*, at Burhwal, Benares and Katihar. At all other points, communication is interrupted by rivers. Communication across the Ganges is maintained with the East Indian railway at the following ferries: between Ghazipur and Tarighât (ordinary steam ferry); between Palezaghât and Digha Ghât (ordinary steam ferry); between Semaria Ghât and Mokameh Ghât (wagon ferry); and between Barari Ghât and Bhagalpur Ghât (wagon ferry). Eventually a branch between Bhagalpur Ghât and the East Indian railway at Bhagalpur will connect the Bengal and North-Western and East Indian railways *via* the Bhagalpur ferry. Between Khanwa Ghât on the Kosi extension of the Tirhoot State railway and Anchara Ghât on the Kosi branch of the Eastern Bengal State railway, there is a country boat ferry worked by the Eastern Bengal State railway. There is a bridge of boats between Ajodhya and Ajodhya Ghât during the dry weather months, but during the rains this bridge is removed and replaced by a steam ferry. The Tirhoot State railway was worked by State agency until 1890, when it was leased to the Bengal and North-Western Railway Company.

3. Sagauli-Raxaul railway—

(a) The Sagauli-Raxaul railway is worked under the following contracts:—

Contracts of—31st October 1896 (between the Secretary of State and the Sagauli-Raxaul Railway Company) for construction and working.

5th June 1899 (between the Secretary of State and the Bengal and North-Western Railway Company) for working and maintenance of the Sagauli-Raxaul railway.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Land alone was provided free of charge.

(ii) *Currency of contract.*—Government may determine the contract either on the 31st December 1917 or on the 31st December in the last year of any subsequent period of 10 years, paying 25 times the average net earnings for the three years preceding the purchase.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Forty per cent. of the gross earnings to be retained by the Bengal and North-Western Railway Company for working and maintenance and 10 per cent. for supervision on the cost of Government works at Sagauli. The balance is payable to the Branch Company. Pending the completion of the line, the Bengal and North-Western railway works it under a provisional agreement, dated the 4th February 1899, under which, in addition to 40 per cent., the Branch Company pays for maintenance.

(v) *Rates and fares.*—To be arranged between Government and the Company within the maxima and minima in force on the Tirhoot section.

4. Details of construction—

(a) *Permanent-way*—

Company's section.—The main line between Sonepur and Burhwal is laid with 50 lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41½ lb. steel rails and mostly sâl sleepers. The Ganges-Gogra Doab lines, with the exception of the Aunrihar-Ghazipur branch, which is laid with 50 lb. steel rails, is laid with 41½ lb. steel rails on sâl sleepers.

Tirhoot section.—Between Barauni and Mozufferpur, the line was originally laid with 41½ lb. steel rails on sâl sleepers. The sections between Sonepur and Mozafferpur and Samastipur and Durbhanga, which were also originally laid with 41½ lb. steel rails, are being renewed with steel rails of 50 lb. section. There are still about 30 miles of 41½ lb. rails on these sections. The remainder of the line is laid partly with 41½ lb. steel rails, partly with 50 lb. iron rails, the latter being entirely on the Bairagnia branch. The 50 lb. iron rails are laid on sâl sleepers, and the remainder partly on sâl and pyinkado and partly on Denham Olphert's iron sleepers. The Hajipur Katihar extension is laid with 50 lb. steel rails on sâl and pyinkado sleepers.

Sagauli-Raxaul branch—The permanent-way consists of 41½ lb. steel rails on sâl sleepers.

(b) *Ballast.*—The system is ballasted throughout.

(c) *Bridges.*—The important bridges of 1,000 feet length and over are as follows: Rapti (between Jagat Bela and Sahjanwa), 9 spans of 150 feet; Elgin (between Gograghat and Ganeshpur), 17 spans of 200 feet; Turtipur (between Mathuri and Bilthara Road under construction), 18 spans of 200 feet; Gunduck (between Hajepore and Sonepur), 8 spans of 250 feet; and Kosi (between Katareah and Kursela under construction), 15 spans of 200 feet.

(d) *Fencing.*—The Company's section was originally unfenced except in front of villages and at level crossings and near stations, but the main line is in course of being fenced, and about 100 miles have been done. The Tirhoot section, excluding the Hajipur Katihar extension, is fenced throughout. On the Hajipur-Katihar extension, the section between Hajipur and Khagaria is being fenced but between Khagaria and Kursela it is unfenced. The Sagauli-Raxaul branch is unfenced.

(e) *Curves.*—On the Company's section, there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza Ghât on the loop line, the length of which is 2,000 feet and radius 900 feet. There are no curves under a radius of 1,000 feet on the Tirhoot section and on the Sagauli-Raxaul branch.

(f) *Gradients.*—Of a total open mileage of 1,280·19 miles on the system, 21·534 miles are on a gradient of 1 in 400, or steeper.

Appendix 47.
History of railways.

- APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
3 (a)	BENGAL CENTRAL— (5' 6" gauge.)				
	<i>Main line—</i>				
	Dum-Dum Junction to Dattapukur	Mar. 1881	2-4-83	14'25	
	Dattapukur to Gobardanga		7-12-83	17'00	
	Gobardanga to Bongong		22-4-84	12'00	
	Bongong to Khoolna		16-2-84	61'26	
	Total Main line . . . . .	...	...	...	104'51
	<i>Branch—</i>				
	Ranaghat to Bongong.	March 1881	16-10-82	20'50	26'50
	Total Branch . . . . .	...	...	...
	TOTAL, BENGAL CENTRAL. . . . .	...	...	...	125'01

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Bengal Central railway—

(a) The Bengal Central railway is worked under the following contracts:—

Contracts of—26th July 1881.—Bengal Central railway's principal contract with the Secretary of State.

5th January 1887.—Contract with the Secretary of State for the construction and working of the Bengal Central railway and for future extensions.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—Government guarantee interest at $3\frac{1}{2}$ per cent. in sterling on the company's share capital for term of contract. Land also was provided free of charge.

Under the original contract (1881), the Company was to receive no financial assistance from the Government beyond the payment of interest on capital during construction (the amount so paid, however, being repayable by the Company, with interest, out of surplus profits after the line had been opened). This contract was superseded by that of 1887.

(ii) *Currency of contract*.—The contract will remain in force until the 31st December 1980. Government may, however, determine it on the 30th June 1905 or any succeeding 10th year on twelve months' notice, or on six months' notice at any time if the Company fail to observe their obligations or the line is worked at a loss. On the determination of the contract by efflux of time or by notice, the Government are to pay the Company the amount of the par value of the share capital paid to Government.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—Net earnings, after providing for repayment to Government of interest (if any) on moneys that may be raised by debentures in excess of the original capital of £ 1,000,000, are divided in proportion of three-fourths to the Secretary of State and one-fourth to the Company.

(v) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks*.—The line was worked for the Company by the Eastern Bengal Railway Company from the 16th October 1882 to the 30th June 1884 and then by the Eastern Bengal State Railway Administration until the 1st January 1897, on which latter date the Company itself took over the working.

2. *General remarks*.—The Bengal Central railway has running powers over the following portions of the Eastern Bengal State railway: Dum-Dum Junction, to Canal Junction 1'61 miles; Canal Junction to Calcutta, 2'96 miles; Canal Junction to Chitpore, 2'00 miles; and Calcutta to Kidderpore Docks, 7'31 miles.

3. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-footed steel rails of the Vignole section, 62 lb. to the yard, laid on sleepers of creosoted pine. S&L sleepers are now being used for renewals instead of creosoted pine, and in all curves s&L sleepers have been put in at the joints in place of creosoted pine sleepers, and they have also been put in at the middle of pairs of rails in some of the curves.

(b) *Ballast*.—At first the line was sand-ballasted, brick ballast, however, being used at bridges and level-crossings and in a few short lengths where the soil was bad; but it was subsequently decided to ballast the portion of the line between Dum-Dum Junction and Singhia, including sidings, with brick and this work is completed; also over curves and between Singhia and Khoolna where the earth, of which the embankment is composed, is not very good.

(c) *Fencing*.—The line is fenced throughout; iron gates are provided at level-crossings.

(d) *Curves*.—There are no curves under a radius of 1,000 feet.

(e) *Gradients*.—Of a total length of 125'01 miles, 4'33 miles are on a gradient of 1 in 400 or steeper.

Appendix 47.
History of railways.

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
12 (a)	BENGAL DOOARS— (3' 3 $\frac{3}{4}$ " gauge.)				
	<i>Main line—</i>				
	East Bank of the Teesta to Dam Dim	May 1891	15-1-93	31'00	
	Total Main line . . . . .	...	...	...	31'00
	<i>Branch—</i>				
	Lataguri to Ramshaihat	May 1891	11-6-93	5'40	
	Total Branch . . . . .	...	...	...	5'40
	TOTAL OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	36'40
12 (b)	BENGAL DOOARS EXTENSIONS.				
	<i>Main line—</i>				
	Mal (Malbazar) to Chalsa	2-3-98	1-3-01	5'00	
	Barnes Junction (Deomoni Hat) to Baura		20-3-00	28'45	
	Baura to Bhotemari		21-10-03	17'20	
	Bhotemari to Lalmonir Hat		20-11-00	20'35	
	Dam Dim to Oodlabari		1-5-01	3'30	
	TOTAL, OPEN MILEAGE, BENGAL DOOARS EXTENSIONS . . . . .	...	...	...	74'30
	GRAND TOTAL, OPEN MILEAGE, BENGAL DOOARS . . . . .	...	...	...	110'70
	<i>Lines under construction or sanctioned for construction—</i>				
	<i>Bengal Dooars extensions—</i>				
	Oodlabari to Bagrakote	2-3-98	1-1-02	3'26	
	Chalsa to Hantupara	2-3-98	*1-1-03	39'00	
	Total Lines under construction . . . . .	...	...	...	42'26
	GRAND TOTAL, BENGAL DOOARS . . . . .	...	...	...	152'96

* Probable dates of opening.

REMARKS.

1. Bengal Dooars railway—

(a) The Bengal Dooars railway is worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Malbazar-Hantupara extension).

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—Land only was provided free of cost.

(ii) *Currency of contracts*.—On the 31st December 1919, and thereafter at intervals of seven years Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company, in the case of the main line, of one and two-fifths of the invested capital and capital liabilities, and, in the case of the extensions, of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the company and not less than the capital expended and the capital liabilities. If at any period the main line or extensions should not be worked for six consecutive months, the company can also be called upon to surrender the line and extensions on payment of the actual sum expended up to the date of notice.

(iii) *Terms of working*.—If worked by the Company, the whole of the profits go to the Company. If worked by the Eastern Bengal State railway, the Secretary of State retains each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of income tax payable to Government.

(iv) *Rates and fares*.—

Main line and extensions, Malbazar to Hantupara and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If gross receipts reach 12 per cent. on capital, Government may reduce maxima to the extent of 25 per cent., except certain special rates.

Extension from Deomonir Hat to Lalmonir Hat—

Certain maxima and minima have been fixed within which charges can be made.

(v) *General remarks*.—The line was constructed for opening out the Western Dooars and for the development of the tea industry.

2. Details of construction.—

(a) *Permanent-way*.—The line has been laid with 41½ lb. flat-footed steel rails on sâ1 sleepers.

(b) *Ballast*.—The line is ballasted throughout with stone.

(c) *Fencing*.—The line is unfenced.

(d) *Curves*.—There are two curves with a radius of 955 feet, the lengths being 0·03 and 0·25 mile.

(e) *Gradients*.—Of a total open mileage of 110·70 miles, 1·59 miles are on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
4(a)	BENGAL-NAGPUR SYSTEM— (5' 6" gauge.)				
	COMPANY'S SECTION—				
	<i>Main line—</i>				
	Asansol to Damoodur	* 12-9-84	12-6-89	5'10	
	Damoodur to Purulia		14-12-89	41'72	
	Purulia to Chakardharpore		22-1-90	72'25	
	Chakardharpore to Goilkeria		15-5-90	21'06	
	Goilkeria to Jharsuguda		1-2-91	105'09	
	Jharsuguda to Raigarh		20-4-92	44'35	
	Raigarh to Bilaspur		10-2-90	81'90	
	Bilaspur to Raipur		10-1-89	68'35	
	Raipur to Raj-Nandgaon		4-12-88	41'99	
	Raj-Nandgaon to Nagpur		27-11-88	144'88	
	Total Main line . . . . .	...	...		626'69
	<i>Branches—</i>				
	<i>Sanctoria coal branch—</i>				
	Damoodur to the Sanctoria collieries	12-9-84	12-6-89	7'03	
	<i>Sambalpur branch—</i>				
	Jharsuguda to Sambalpur	July 1891	1-2-93	32'23	
	<i>Katni branch—</i>				
	Bilaspur to Birsinghpur	12-9-84	1-2-91	142'60	
	Birsinghpur to Umaria		11-5-90	18'48	
	Umaria to Katni		2-11-89	35'88	
	Katni-Murwara junction line . . . . .		...	1'98	
				198'94	
	<i>Sini to Khargpur</i>		1-6-98	92'50	
	Khargpur to Khal Bridge		17-12-98	31'53	
	Khal Bridge to Rajapur Khal		24-5-00	18'80	
	Rajapur Khal to Howrah		14-12-00	17'50	
				170'33	
	<i>Santragachi to Shalimar</i>	August 1895	15-3-01	3'00	
	<i>Khargpur to Balasore</i>		17-12-98	71'75	
	Balasore to Barang (Cuttack)		10-1-99	116'75	
				188'50	
	<i>Kola riverside branch—</i>				
	Rajapur Khal to Kola Riverside Station		17-12-98	1'00	
	<i>Khargpur to Cossye river</i>	January 1899	20-12-99	4'75	
	Right bank of the Cossye river to Midnapore		8-6-01	3'00	
				7'75	
	Total Branches . . . . .	...	...	...	606'78
	TOTAL, COMPANY'S SECTION . . . . .	...	...	...	1,233'47
	EAST COAST RAILWAY, NORTHERN SECTION—				
	<i>Main line—</i>				
	Cuttack Road (Barang) to Bhubaneswar	July 1890	1-2-97	10'32	
	Bhubaneswar to Khurda Road		20-7-96	11'76	
	Khurda Road to Rambha		1-3-96	61'54	
	Rambha to Berhampur-Ganjam		1-9-95	29'56	
	Berhampur-Ganjam to Palasa		1-4-95	45'76	
	Palasa to Parlakimedi Road (Naupada)		17-12-94	33'11	
	Parlakimedi Road (Naupada) to Vizianagram		20-7-94	55'20	
	Vizianagram to Waltair		15-7-93	37'50	
	Total Main line . . . . .	...	...	...	284'75
	Carried over . . . . .	...	...	...	284'75
					1,233'47

* Dates of sanction of original metre gauge lines : Nagpur to Dongargarh, 9th May 1878 and Dongargarh to Raj-Nandgaon, 15th March 1881.

on the 31st December 1901, alphabetically arranged.

Appendix 47.
History of railways.

REMARKS.

1. Lines comprising system.—The Bengal-Nágpur railway system is made up of—

		Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Bengal-Nágpur railway	(5' 6" gauge)	1,233'47	177'77	1,411'24
(b) East Coast railway, Northern section	(5' 6" gauge)	319'51	...	319'51
(c) Raipur-Dhamtari railway	(2' 6" gauge)	56'24	...	56'04
(d) Jubbulpore-Gondia extension	(2' 6" gauge)	...	252'67	252'67
(e) Párlakimedi Light railway	(5' 6" gauge)	25'00	...	25'00
Total		1,634'22	430'44	2,064'66

2. Bengal-Nágpur railway—

(a) The Bengal-Nágpur railway system (excluding Párlakimedi Light railway) is worked under the following contracts:—

Contracts of—9th March 1887, Bengal-Nágpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Sambalpur Road station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini *via* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jheriah coal fields; a line (2' 6" gauge) from Gondia to Jubbulpore with branches from Neinpur to Mandla, Neinpur to Seoni, Seoni to Chindwara; and for the working of the Northern section of the East Coast State railway as part of the undertaking.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital; on any further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.

(ii) *Terms of contract*.—The contract provides for the Company raising £3,000,000, any further money required being either provided by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such period and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

(iii) *Currency of contract*.—

Principal contract.—Government may determine the contract, by giving twelve months' previous notice, on the 31st December 1913, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations, or the line be worked at a loss. On the termination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid in by the Company.

Sambalpur branch contract.—The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

Contract of 23rd January 1902: Northern section, East Coast State railway.—Government, may at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances and without compensation in respect of such retransfer.

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—Three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between Government and the Company in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast railway, bear to the gross earnings of the latter section.

(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates. The Madras railway have the power to quote through rates in the direction of Madras from Bengal-Nágpur stations between Cuttack and Waltair. The Bengal-Nágpur railway have similarly power to quote rates from Madras railway stations Tadepalli and Cuttack in the direction of Calcutta.

(vii) *General remarks*.—The Northern section of the East Coast State railway (an aggregate length of 319'51 miles) was transferred to the Bengal-Nágpur Railway Company on the 1st January 1901, to be incorporated in their undertaking as an integral part of it.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
4 (a)	BENGAL-NAGPUR SYSTEM—concluded.			Miles.	Miles.
	Brought forward . . . . .	...	...	...	1,233'47
	<i>Branches—</i>				284'75
	<i>Vizagapatam branch—</i>				
	Waltair to Vizagapatam, including wharf and Swamp lines		1-10-94	4'97	
	<i>Puri branch—</i>				
	Khurda Road to Puri	} July 1895 {	1-2-97	25'34	
	Temporary Puri station to new Puri station		1-6-98	1'84	
				27'18	
	Naupada Salt factory . . . . .	...	7-6-00	2'61	
	Total Branches . . . . .	...	...		34'76
	TOTAL, EAST COAST RAILWAY, NORTHERN SECTION . . . . .	...	...	...	319'51
4 (b)	RAIPUR-DHAMTARI. (2' 6" gauge)				
	<i>Main line—</i>				
	Raipur to Kurud	} 3-5-97 {	10-9-00	31'50	
	Kurud to Dhamtari		17-12-00	14'24	
	Total Main line . . . . .	...	...	...	45'74
	<i>Branch—</i>				
	Abhanpur to Rajim . . . . .	...	15-10-00	10'50	
	Total Branch . . . . .	...	...	...	10'50
	TOTAL, RAIPUR-DHAMTARI . . . . .	...	...	...	56'24
4 (c)	PÁRLAKIMEDI LIGHT (2' 6" gauge.)				
	Naupada to Párlakimedi	14-3-58	1-4-00	25'00	25'00
	TOTAL, OPEN MILEAGE, BENGAL-NAGPUR SYSTEM . . . . .	...	...	...	1,634'22'
	<i>Lines under construction or sanctioned for construction—</i>				
	COMPANY'S SECTION—				
	Midnapore to Bujudih	1-6-01	Jany. '03 *	114'77	
	Bujudih to Hariharpur	9-12-01	...	27'90	
	Hooghly foreshore to Kidderpore Docks . . . . .	...	...	0'60	
	Ramkanali to Nodeeha	17-7-01	...	9'48	
	Colliery lines	9-12-01	...	25'02	
	Total Lines under construction, Company's section . . . . .	..	...	...	177'77
4 (d)	JUBBULPORE-GONDIA EXTENSION— (2' 6" gauge.)				
	<i>Main line—</i>				
	Jubbulpore to Gondia	29-1-01	...	143'43	143'43
	<i>Branches—</i>				
	Neinpur to Mandla	} 29-1-01 {	...	21'75	
	Ncinpur to Seoni . . . . .		...	47'13	
	Seoni to Chindwara . . . . .		...	40'36	
	Total Branches . . . . .	...	...	...	109'24
	Total Jubbulpore-Gondia extension . . . . .	...	...	...	252'67
	Grand total, Lines under construction . . . . .	...	...	...	430'44
	GRAND TOTAL, BENGAL-NAGPUR SYSTEM . . . . .	...	...	...	2,064'66
10 (b)	BEZWADA EXTENSION— (See Nizam's Guaranteed State system.)				

* Probable date of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Párlakimedi Light railway—

(a) The Párlakimedi Light railway is worked on the terms in Madras Government Public Works Department Order, No. 570 Railway, dated the 12th May 1899.

(b) The general conditions are as follows:—

- (i) *Terms of working.*—The line is worked solely at the expense of the Rajah of Párlakimedi.
- (ii) *Rates and fares.*—Rates and fares varying between the minima and 25 per cent. above the maxima sanctioned from time to time for the East Coast State railway may be charged.
- (iii) *General remarks.*—On the 20th May 1901 the Indian Railways Act, IX of 1890, except section 135, was applied to the line. The working of this railway has been taken over by the Bengal-Nágpur railway from the 1st January 1902 and the terms are under consideration.

4. General remarks—A length of 1·98 miles of this railway at Katni is worked over by the Great Indian Peninsula railway. The Bengal-Nágpur railway works over 0·30 mile of the East Indian railway at Katni, 0·50 mile at Asansol, 1·00 mile at Howrah and 0·65 mile of the Great Indian Peninsula railway at Nágpur; and has also running powers over the Waltair-Vizagapatam section (including the wharf and swamp lines) of the North-East line of the Madras railway.

5. Details of construction—

(a) *Permanent-way.*—On the main line the rails are 75 lb. steel, flat-footed, 30 feet long, laid on 10 transverse steel sleepers and two wooden sleepers per rail, except between Nágpur and Kamptee, where 12 steel sleepers per rail are used. On the Bilaspur-Umaria section, 75 lb. flat-footed steel rails are laid on 10 transverse steel sleepers and 2 sál sleepers at the joints, except between Khongsara and Khodri, where steel sleepers 10 to the rail are used. The Sambalpur branch is laid with the same type of permanent-way as on the main line, but no sál sleepers have been added at rail joints. The Umaria-Katni section was originally laid with second hand East Indian railway permanent-way on timber sleepers (82 lb. rails on three-fourths of the distance and 74 lb. rails on the remainder) but is now relaid with 75 lb. flat-footed rails on transverse steel sleepers. The Sini-Calcutta-Cuttack section is laid with 85 lb. steel rails on cast iron pot sleepers. The Calcutta-Waltair section is laid with 75 lb. flat-footed steel rails with 5 holed fish-plates on wooden and steel pea-pod sleepers.

Raipur-Dhamtari railway.—Laid with 31 lb. flat-footed steel rails on sál sleepers.

Párlakimedi Light railway.—Laid with 30 lb. flat-footed steel rails and transverse wooden sleepers.

(b) *Ballast*—

Bengal Nágpur railway.—Ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.

Raipur-Dhamtari railway.—Moorum or sand and stone in a few cuttings.

Párlakimedi Light railway.—The line is ballasted throughout.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Suranda (between Manhaurpur and Goilkhera), 1,641 feet; Bhaortank (between Khongsara and Khodri), 1,000 feet; and Darekasa (between Salekasa and Darekasa), 735 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Kánhan (between Kamptee and Sálwá), 6 spans of 170 feet and 2 spans of 60 feet; Weinganga (between Tumsar Road and Tirora), 9 spans of 150 feet; Sheonath No. I (between Muripur and Drug), 7 spans of 150 feet; Sheonath No. II (between Nipania and Bilha), 14 spans of 150 feet; Hasdo (between Naila and Chámpa), 5 spans of 200 feet and 2 spans of 40 feet; Mand (between Kharsia and Náharpáli), 9 spans of 100 feet and 2 spans of 30 feet; Eeb (between Belpahár and Jharsuguda), 9 spans of 150 feet; Brahmini (between Kulunga and Rourkela), 9 spans of 150 feet and 1 span of 60 feet; Damoodur (between Rámkánáli and Damoodur), 10 spans of 200 feet and 2 spans of 100 feet; Subanrikha (between Asanboni and Moholia), 10 spans of 100 feet; Koakhaye (between Barang and Cuttack), 20 spans of 150 feet; Kathjori (between Barang and Cuttack), 18 spans of 150 feet; Mahanuddi (between Cuttack and Kapilas Road), 64 spans of 100 feet; Beroopa (between Cuttack and Kapilas Road), 16 spans of 100 feet; Brahmini (between Jenapur and Vyas Sorovar), 29 spans of 150 feet; Byturnee (between Jajpur Road and Kenduapada), 15 spans of 150 feet; Subanrikha (between Mohurbhanj and Jellasure), 11 spans of 150 feet and 2 spans of 60 feet; Roopnarain (at mile 667), 7 spans of 300 feet and 4 spans of 100 feet; and Midnapore (Cossye river, between Khargpur and Midnapore), 16 spans of 100 feet; and Rush Kulya (between Chotrapur and Ganjam), 10 spans of 150 feet.

(e) *Fencing.*—The line is unfenced except between Nágpur and Kamptee and at the more important stations and at some of the station yards and first class level crossings on the Barang-Waltair section.

Párlakimedi Light railway.—The line is fenced where it runs along the public road.

(f) *Curves.*—On the Bengal-Nágpur railway, there is only one curve under a radius of 1,000 feet on the Sanctoria Coal branch, the length of which is 0·28 mile and radius 800 feet. On the Raipur-Dhamtari branch, there are five curves of less than 1,000 feet, aggregating 12 miles in length.

(g) *Gradients.*—Of a total open mileage of 1,634·22 miles, 79·03 miles are on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
20 (a)	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM. — (3' 3 $\frac{3}{8}$ " gauge.)				
	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR—				
	Bhávsnagar to Wadhwan	19-3-79	20-12-80	*105'19	
	Dhola to Dhoraji	19-3-79	19-1-81	88'38	
	Dhoraji to Porbandar	24-1-88	17-12-89	†69'07	
	Porbandar to Porbandar Bandar		15-3-90	1'35	
	Jetalsar to Junágad	24-12-86	1-9-88	16'00	
	Junágad to Veraval (including Junágad quarry line)		1-2-89	‡53'55	
	Veraval to Veraval Bandar		1-12-90	0'30	
	TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR PROPER.	...	...	...	333'84
20 (b)	JÁMNAGAR — (3' 3 $\frac{3}{8}$ " gauge.)				
	Rájkot Junction to Bedi Bandar	Oct. 1893	8-4-97	54'28	
	TOTAL, JÁMNAGAR	...	...	...	54'28
20 (c)	JETALSAR-RÁJKOT — (3' 3 $\frac{3}{8}$ " gauge.)				
	Jetalsar Junction to Rájkot	Feb. 1892	12-4-93	46'23	
	TOTAL, JETALSAR-RÁJKOT	...	...	...	46'23
	Carried over	...	...	...	434'35

* Of this, the Bhávsnagar Dock estate line, 0'87 mile,
† Of this, the Porbandar Dock estate line, 1'35 miles,
‡ Of this, the Junágad quarry line, 2'35 miles, and

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bhavnagar-Gondal-Junágad-Porbandar railway system is made up of—

	Open line. Miles.
(a) Bhavnagar-Gondal-Junágad-Porbandar railway (3' 3 $\frac{3}{4}$ " gauge)	333·84
(b) Jámnnagar railway (3' 3 $\frac{3}{4}$ " gauge)	54·28
(c) Jetalsar-Rajkot railway (3' 3 $\frac{3}{4}$ " gauge)	46·23
(d) Dhrangadra railway (3' 3 $\frac{3}{4}$ " gauge)	20·83
Total	455·18

2. Bhavnagar-Gondal-Junágad-Porbandar railway system—

(a) The Bhavnagar-Gondal-Junágad-Porbandar railway system is worked under the following agreements :—

Agreements of—1st January 1897.—For the management and working of the "Integral Railways" as one system by a Board of Control.

8th April 1897.—Jámnnagar railway	} For management and working by the Bhavnagar-Gondal-Junágad-Porbandar Railway Administration.
12th April 1893.—Jetalsar-Rajkot railway	
1st June 1898.—Dhrangadra railway	

(b) The general conditions of the agreements are as follows :—

(i) *Government aid*.—Nil.(ii) *Terms of agreement*.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President and one nominee from each of the proprietary states of Bhavnagar, Gondal, Junágad and Porbandar. The existing lines owned by those states are separately and entirely described as the "Integral railways" and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of votes recorded ("Members' single votes" and "Proprietary votes"). "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.(iii) *Currency of agreement*.—Bhavnagar-Gondal-Junágad-Porbandar railway system.—The term of the principal agreement for the working of the Bhavnagar-Gondal-Junágad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted, the terms of this agreement remain in force.(iv) *Power of Board to determine agreement*.—By unanimous vote, the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary state can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.(v) *Terms of working*.—Bhavnagar-Gondal-Junágad-Porbandar railway.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways, as may require apportionment, is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhavnagar State Treasury. All funds for major capital works are provided by the integral railway concerned or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7 $\frac{1}{2}$ per cent. interest on the paid up value of all property in occupancy for open system purposes; to compensation for losses for works and buildings falling into disuse; and to 7 $\frac{1}{2}$ per cent. per annum for any additional accommodation required by the open system.

Jámnnagar railway.—	} The Board of Control work the railways at 40 per cent. of gross earnings of each railway, <i>plus</i> actual expenditure incurred on the maintenance of way, works and stations; and supply rolling-stock at 5 per cent. of gross earnings to the Jetalsar-Rajkot and Dhrangadra railways.
Jetalsar-Rajkot railway.—	
Dhrangadra railway.—	

(vi) *Rates and fares*.—Bhavnagar-Gondal-Junágad-Porbandar railway system.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

is worked for goods traffic only.

is worked for goods traffic only.

Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
20 (a)	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM— <i>concluded</i> .			Miles.	Miles.
	Brought forward .	...	...	...	434'35
20 (d)	DHRANGADRA— (3' 3 $\frac{3}{8}$ " gauge.)				
	Wadhwan Junction to Dhrangadra—	23-12-97	1-6-98	20'83	
	TOTAL, DHRANGADRA .	...	...	...	20'83
	GRAND TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.	...	...	...	455'18
8 (g)	BHOPAL-ITARSI— (See Great Indian Peninsula system.)				
8 (f)	BHOPAL-UJJAIN— (See Great Indian Peninsula system.)				
8 (e)	BINA-GOONA-BARAN— (See Great Indian Peninsula system.)				
21 (e)	BIRUR-SHIMOGA— (See Southern Mahratta system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Details of construction—

- (a) *Permanent-way*.—The permanent-way consists of $41\frac{1}{4}$ lb. steel flat-footed rails, laid mostly on creosoted pine and deodar sleepers.
- (b) *Ballast*.—With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good quality of broken stone ballast.
- (c) *Bridges*.—The only important bridge is the Oojat (between Shahpur and Lushala), 7 spans of 100 feet and 3 spans of 133 feet.
- (d) *Fencing*.—The line is practically unfenced throughout its length.
- (e) *Curves*.—There are no curves under a radius of 1,000 feet.
- (f) *Gradients*.—Of a total open mileage of 455·18 miles on the system, 122·09 miles are on a gradient of 1 in 150 to 200, or steeper.

Appendix 47.

History of railways.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—				
	COMPANY'S SECTION. (5' 6" gauge.)				
	<i>Main line—</i>				
	Colaba to Marine lines	May 1856	18-1-70	2'00	
	Marine lines to Charni Road	1868	19-6-69	0'75	
	Charni Road to Bellasis Road		13-9-68	0'75	
	Bellasis Road to Bulsár		28-11-64	121'00	
	Bulsár to Navsári		2-9-61	24'25	
	Navsári to Sâchin		20-5-61	9'25	
	Sâchin to Surat		18-3-61	9'00	
	Surat to Amroli		19-11-60	2'25	
	Amroli to Anklesvar		10-2-60	28'75	
	Anklesvar to the Nerbudda		5-12-60	5'50	
	Nerbudda to Broach	1857	22-6-60		
	Broach to Baroda	and	9-1-61	43'75	
	Baroda to Dholia	1859	22-4-61	11'25	
	Dholia to Mehmabad		3-9-62	33'25	
	Mehmabad to Ahmedabad		21-1-63	17'89	
	Ahmedabad to Sâbarmati		1-1-70	3'75	
	Sâbarmati to Sânan	Octo-ber	24-5-71	13'75	
	Sânan to Viramgâm	1870	30-11-71	22'75	
	Viramgâm to Wadhvân	24-10-70	25-5-72	39'68	
	Total Main line . . . . .	...	...	...	389'57
	<i>Branches—</i>				
	<i>Godhra branch—</i>				
	Anand to Dâkor	5-11-73	8-4-74	16'75	
	Dâkor to Rukhyal . . . . .	...	6-1-75	1'75	
	Rukhyal to Hungari . . . . .	...	6-12-76	9'00	
	Hungari to Pâli . . . . .	...	29-1-77	4'71	
	Pâli to Godhra . . . . .	...	26-2-82	17'00	
	<i>Pâtri branch—</i>			49'21	
	Khârághoda to Viramgâm	13-6-71	12-5-73	22'12	
	Total Branches . . . . .	...	...	...	71'33
	TOTAL OPEN MILEAGE, COMPANY'S SECTION . . . . .	...	...	...	460'90
	DOUBLE LINE, COMPANY'S SECTION—				
	Colaba to Marine lines . . . . .	...	18-1-70	1'91	
	Marine lines to Charni Road . . . . .	...	19-6-69	0'71	
	Charni Road to Bellasis Road . . . . .	...	13-9-68	1'29	
	Bellasis Road to Máhim . . . . .	...	20-7-65	5'44	
	Máhim to Bândra . . . . .	...	23-2-66	1'07	
	Bândra to Santa Cruz . . . . .	...	23-5-66	1'83	
	Santa Cruz to Andheri . . . . .	...	29-8-67	2'71	
	Andheri to Bháyndar . . . . .	...	27-4-85	13'33	
	Bháyndar to Virár . . . . .	...	1-10-85	10'34	
	Virár to Palghar . . . . .	...	1-12-97	19'28	
	Palghar to Dahanu Road . . . . .	...	17-1-98	20'37	
	Dahanu Road to Gholvad . . . . .	...	20-4-00	6'68	
	Gholvad to Daman Road . . . . .	...	18-10-00	23'19	
	Sâchin to Kânkra Khâri . . . . .	...	4-7-87	6'36	
	Kânkra Khâri to Surat . . . . .	...	5-6-68	2'72	
	Carried over . . . . .	...	...	117'23	460'90

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Bombay, Baroda and Central India railway system is made up of—

		Open line. Miles.	Under construction. Miles.	Total. Miles.
(a)	Bombay, Baroda and Central India railway	(5' 6" gauge) 460'90	...	460'90
(b)	Tápti Valley railway	(5' 6" gauge) 155'48	...	155'48
(c)	Petlad-Cambay railway (Anand-Tarapur section)	(5' 6" gauge) 21'50	...	21'50
(d)	Petlad-Cambay railway (Tarapur-Cambay section)	(5' 6" gauge) 10'90	...	10'92
(e)	Nágdá-Ujjain railway	(5' 6" gauge) 34'32	...	34'32
(f)	Godhra-Rutlam-Nágdá railway	(5' 6" gauge) 141'14	...	141'14
(g)	Rajputana-Malwa railway	(3' 3 $\frac{3}{8}$ " gauge) 1,648'36	...	1,648'36
(h)	Ahmedabad-Parántij railway	(3' 3 $\frac{3}{8}$ " gauge) 54'70	...	54'70
(i)	Pálanpur-Deesa railway	(3' 3 $\frac{3}{8}$ " gauge) 17'28	...	17'28
(j)	Gaekwar's Mehsána railway	(3' 3 $\frac{3}{8}$ " gauge) 92'63	...	92'63
(k)	Gaekwar's Dabhoi railway	(2' 6" gauge) 78'80	...	78'80
(l)	Rajpipla railway	(2' 6" gauge) 37'37	...	37'37
(m)	Jáipur railway	(3' 3 $\frac{3}{8}$ " gauge) ...	72'85	72'85
(n)	Vijapur-Kalol-Kadi railway	(3' 3 $\frac{3}{8}$ " gauge) ...	41'80	41'80
(o)	Ahmedabad-Dholka railway	(3' 3 $\frac{3}{8}$ " gauge) ...	33'46	33'46
Total		2,753'40	148'11	2,901'51

2. Bombay, Baroda and Central India railway—

- (a) The Bombay, Baroda and Central India railway, Company's section, is worked under the following contracts:—

Contracts of—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat.

17th November 1871—for the construction and working of a line from Viramgam to Wadhwan.

1st February 1901—as to share of working expenses debitable to branch lines worked.

- (b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—Guarantee of interest in sterling at 5 per cent. for the term of the contract. On some portion of the share capital and on debentures lower rates of interest also are guaranteed.

(ii) *Currency of contracts*.—The contracts are current for a period of 99 years from 1855 when the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may, however, determine the contract by purchase after the expiration of 25 or 50 years of the term namely in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe obligations. In such case, Government repay the capital expended.

NOTE.—The Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1905 (within six months of the 1st of May).

(iii) *Power of Company to surrender contract*.—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working*.—Surplus profits, after repayment of the guaranteed interest of each half-year, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 1s. 10d. to the rupee.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM — <i>contd.</i>			Miles.	Miles.
	Brought forward . . . . .	...	...	117'23	460'90
	DOUBLE LINE— <i>concluded.</i>				
	Surat to Amroli . . . . .	...	9-10-67	2'19	
	Amroli to Sayan . . . . .	...	25-5-98	6'43	
	Sayan to Kim . . . . .	...	1-10-98	6'33	
	Kim to Anklesvar . . . . .	...	11-12-99	16'16	
	Broach to Miyagam . . . . .	...	15-10-99	25'42	
	Miyagam to Itola . . . . .	...	15-9-97	7'82	
	Itola to Baroda . . . . .	...	7-6-95	10'77	
	Bārejādi to Ahmedabad . . . . .	...	2-6-87	10'21	
	TOTAL DOUBLE LINE, COMPANY'S SECTION . . . . .	...	...	*202'56	
9 (b)	TAPTI VALLEY. (5' 6" gauge.)				
	Kankra Khari to Vyāra . . . . .	...	1-12-98	35'59	
	Vyāra to Chinchpada . . . . .	...	10-7-99	36'55	
	Chinchpada to Nāndarbar . . . . .	...	8-10-99	25'20	
	Nāndarbar to Dondaiche . . . . .	...	11-11-99	21'44	
	Dondaiche to Nārdāna . . . . .	...	25-11-99	19'78	
	Nārdāna to Amalner . . . . .	...	15-3-00	16'92	
	TOTAL, TAPTI VALLEY . . . . .	...	...	...	155'48
9 (d)	PETLAD-CAMBAY (ANAND-TARAPUR SECTION)— (5' 6" gauge.)				
	Anānd to Petlād	Dec. 1888	5-5-90	13'17	
	Petlād to Tarapur	4-7-99	20-6-01	8'33	
	TOTAL, PETLAD-CAMBAY (ANAND-TARAPUR SECTION) . . . . .	...	...	...	21'50
9 (e)	PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)— (5' 6" gauge.)				
	Tarapur to Cambay	4-7-99	20-6-01	10'92	
	TOTAL, PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION) . . . . .	...	...	...	10'92
	GRAND TOTAL, PETLAD-CAMBAY . . . . .	...	...	...	32'42
9 (c)	NĀGDĀ-UJJAIN— (5' 6" gauge.)				
	Nāgdā to Ujjain	17-12-94	15-7-96	34'32	
	TOTAL, NĀGDĀ-UJJAIN				34'32
9 (f)	GODHRA-RUTLAM-NĀGDĀ— (5' 6" gauge.)				
	Godhra to Limkhérā	29-10-90	16-1-93	25'09	
	Limkhérā to Dóhad		7-3-94	19'55	
	Dóhad to Rutlam		22-10-94	70'46	
	Rutlam to Nāgdā		11-5-96	26'04	
	TOTAL, GODHRA-RUTLAM-NĀGDĀ . . . . .	...	...	...	141'14
	Carried over . . . . .	...	...	...	824'26

* Excluding 49'36 miles from Daman Road to Sachin and 5'19 miles from Anklesvar to Broach under construction.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Bombay, Baroda and Central India railway—concluded.

(b) General conditions—concluded.

- (v) *Rates and fares.*—Under the contract, Government fix a maxima which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary their rates within the prescribed maxima without reference to Government.

3. Tapti Valley railway—

(a) The Tapti Valley railway is worked under the following contracts:—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the contracts are as follows:—

- (i) *Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory is also provided free.
- (ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.
- (iii) *Power of Company to surrender contract.*—Nil.
- (iv) *Terms of working.*—Government undertake to construct (from funds supplied by the Company) work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts of the Tapti Valley railway, being debited with the share thus arrived at, subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.
- (v) *Rates and fares.*—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

4. Petlad-Cambay railway (Anand-Tarapur section)—

(a) The Petlad-Cambay railway (Anand-Tarapur section) is worked under the following—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>continued.</i>				
	Brought forward	...	...	...	824'26
9 (g)	RAJPUTANA-MALWA— (3' 3 $\frac{3}{4}$ " gauge.)				
	RAJPUTANA SECTION—				
	<i>Main line—</i>				
	Jumna East bank to Agra Cantonment	...	1-1-76	...	3'07 [*]
	Delhi to Rewári	1-3-70	14-2-73	51'25	
	Rewári to Alwar	14-8-72	15-9-74	46'25	
	Alwar to Bándikui		7-12-74	37'75	
	Bándikui to Dausa		20-4-74	17'75	
	Dausa to Jaipur	20-10-71	12-10-74	38'00	
	Jaipur to Phulera		1-3-75	34'25	
	Phulera to Ajmer	9-4-73	1-1-75	49'75	
	Ajmer to Beáwar		15-5-78	32'25	
	Beáwar to Haripúr		12-8-79	21'00	
	Haripúr to Sojat Road	4-9-76	20-10-80	20'50	
	Sojat Road to Pálanpur		1-1-81	148'00	
	Pálanpur to Ahmedabad		15-11-79	83'00	
	Total Main line	...	...	...	579'75
	<i>Branches on Rajputana section—</i>				
	<i>Farukhnagar Salt branch—</i>	1-3-70	14-2-73	7'75	
	<i>Agra branch—</i>				
	Bándikui to Bhurtpore		24-4-74	60'50	
	Bhurtpore to Agra Fort	20-10-71	11-8-73	34'14	
	Agra Fort to Jumna East bank		1-1-76	1'50	
				96'14	
	<i>Sámbar Lake Salt branch</i>	8-4-73	1-3-75	4'50	
	<i>Japog extension</i>	14-7-75	Oct. 76	4'50	
	<i>Extension of Sambhar branch to Jhokra</i>	15-5-78	20-12-79	17'00	
	<i>Kankaroola siding</i>	...	15-2-81	1'25	
	<i>Additional salt sidings in the Sambhar lake</i>	...	1-9-91	5'02	
	Total Branches	...	...	...	136'16
	TOTAL, RAJPUTANA SECTION	...	...	...	718'98
	Total, Rajputana Malwa, carried over	...	...	...	718'98
	Total, Bombay, Baroda and Central India Railway system carried over	...	...	...	824'26

* These 3'07 miles are laid on both the 5' 6" and 3' 3 $\frac{3}{4}$ " gauges, except on the Jumna bridge where a mixed gauge is laid.

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Petlad-Cambay railway (Anand-Tarapur section)—*concl'd.*

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Baroda State.
- (ii) *Currency of agreement.*—The agreement is current for a period of three years.
- (iii) *Power to determine agreement.*—Either party may terminate the agreement at any time on giving one year's notice.
- (iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system excluding 2' and 2' 6" gauge lines in proportion to the total earnings of the Petlad-Cambay and Gackwar's Mehsana railways.
- (v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible to conform to those generally in force on the Bombay, Baroda and Central India railway.

5. Petlad-Cambay railway (Tarapur-Cambay section).—No agreement has as yet been executed for the working of this line.

6. Nagda-Ujjain railway.—

(a) The Nagda-Ujjain railway is worked under the following :—

Agreement of—15th July 1896 (between His Highness the Maharaja of Scindia and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions are as follows :—

- (i) *Government aid.*—The line is the property of the Scindia State.
- (ii) *Currency of agreement.*—
- (iii) *Power to determine agreement.*—
- (iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.
- (v) *Rates and fares.*—To conform to those generally in force on the Godhra-Rutlam-Nagda railway.

7. Godhra-Rutlam-Nagda railway—

(a) The Godhra-Rutlam-Nagda railway is worked under the following contracts :—

Contracts of—5th October 1893 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Godhra-Rutlam railway.

1st October 1897 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Rutlam-Nagda railway.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(For terms of contracts—see Rajputana-Malwa railway, paragraph 8 *et seq.*)

8. Rajputana-Malwa railway—

(a) The Rajputana-Malwa railway is worked under the following contracts :—

Contracts of—24th September 1884 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888. Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway.

8th November 1889. Contract supplemental to that of 1884 for maintaining and working the Brindaban branch.

1st February 1901. Contract modifying that of 1884.

(b) The general conditions of the contracts are as follows :—

- (i) *Government aid.*—The line is the property of the State.
- (ii) *Currency of contract.*—The duration of the contract is up to the 31st December 1905.
- (iii) *Power of company to surrender contract.*—Nil.
- (iv) *Terms of working.*—The working expenses of the system, excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3½" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—<i>contd.</i>			Miles.	Miles.
	Total Bombay, Baroda and Central India Railway system, Brought forward .	...	...	...	824'26
	Total Rajputana-Malwa, Brought forward .	...	...	...	718'98
9 (g)	Rajputana-Malwa—<i>contd.</i> (3' 3½" gauge.)				
	MALWA SECTION—				
	<i>Main line—</i>				
	Khandwa to Sanáwad	8-1-72	1-2-74	34'25	
	Sanáwad to Mortakka		1-4-74	3'50	
	Mortakka to Choral		20-1-75	20'50	
	Choral to Mhow		1-1-78	15'69	
	Mhow to Indore		3-8-76	13'00	
	Nerbudda bridge		5-10-76	...	
	Indore to Fatehabad	29-10-73	3-8-76	25'23	
	Fatehabad Junction to Rutlam		11-7-78	48'75	
	Rutlam to Jaora	5-10-77	25-2-80	20'50	
	Jaora to Mandsaur		8-4-80	31'75	
	Mandsaur to Neemuch	30-4-79	2-7-80	30'25	
	Neemuch to Nimbahera		10-3-81	16'40	
	Nimbahera to Chitorgarh	14-4-74	19-3-81	17'65	
	Chitorgarh to Nasirabad		1-12-81	100'65	
	Nasirabad to Ajmer		14-2-76	14'15	
	Total Main line .	...	...		392'27
	<i>Branch on Malwa section—</i>				
	<i>Ujjain branch—</i>				
	Fatehabad to Ujjain	29-10-73	3-8-76	12'00	
	Ujjain branch extension across the Sipra river to Ujjain city .	6-12-82	1-3-84	2'88*	
	Total Branch .	...	...		14'88
	TOTAL, MALWA SECTION .	...	...	...	407'15
	CAWNPORE-ACHNERA SECTION—				
	<i>Main line—</i>				
	Cawnpore to Kanauj	13-10-78	15-12-80	49'51	
	Kanauj to Farukhabad		1-2-81	36'50	
	Farukhabad to Kasganj	13-7-82	14-4-84	67'00	
	Kasganj to Hathras		1-7-84	34'00	
	Hathras to Muttra	April 1874	19-10-75	29'00	
	Jumna bridge	July 1882	1-7-84	1'00	
	Muttra to Achnera	Feb. 1880	7-11-81	22'33	
	Total Main line .	...	...		239'34
	<i>Branches on Cawnpore-Achnera section—</i>				
	<i>Brahmavart branch.</i>	18-3-84	10-11-85	5'00	
	<i>Soron branch</i>	16-3-83	4-1-85	9'00	
	<i>Brindaban branch</i>	4-5-88	26-8-89	7'32	
	Total Branches .	...	...		21'32
	TOTAL, CAWNPORE-ACHNERA SECTION .				260'66
	REWARI-BHATINDA-FAZILKA SECTION—				
	<i>Main line—</i>				
	Rewari to Hissar	13-9-81	20-3-83	89'00	
	Hissar to Sirsa	8-10-82	1-1-84	50'50	
	Sirsa to Kot Kapura		1-10-84	72'07	
	Kot Kapura to Fazilka		1-1-85	50'00	
	TOTAL, REWARI-BHATINDA-FAZILKA SECTION .	...	...	...	†261'57
	GRAND TOTAL, RAJPUTANA-MALWA .	...	...	...	1,648'36
	Carried over .	...	...	...	2,472'62

* Includes 2'10 miles, 5' 6" gauge, from Sipra Junction to station opened in 1899.

† Includes 26'28 miles of mixed gauge between Kot Kapura and Bhatinda.

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Rajputana-Malwa railway—concl'd.

(b) General conditions—concl'd.

(v) *Rates and fares*.—Maximum and minimum rates and fares have been fixed within which the Company are authorised to vary the rates.

(vi) *General remarks*.—The Maharaja Holkar lent the British Government one hundred lakhs of rupees at $4\frac{1}{2}$ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway; but Government reserve the right to take back the line at any time.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company from the 1st January 1885.

9. Ahmedabad-Parantij railway—

(a) The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land has also been provided free.

(ii) *Currency of contract*.—Government may, by giving 12 months' notice, determine the contract on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946, paying the Company in rupees an amount equal to the total capital expenditure.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

(v) *Rates and fares*.—To be arranged from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

10. Palanpur-Deesa railway—

(a) The Palanpur-Deesa railway is worked under—

Terms—contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(b) The general conditions of the terms are as follows:—

(i) *Government aid*.—The line is owned jointly by Government and the Palanpur Durbur.

(ii) *Currency of contract*.—The contract is co-terminus with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>concl'd.</i>				
	Brought forward . . . . .	...	...	...	2,472·62
9 (g)	RAJPUTANA-MALWA— <i>concl'd.</i>				
	DOUBLE LINE, RAJPUTANA SECTION.				
	Agra fort to Agra Cantonment . . . . .	...	11-8-73	1'14	
	Total Double line . . . . .	...	...	1'14	
9 (f)	AHMEDABAD PARANTIJ— (3' 3½" gauge.)				
	Ahmedabad to Talod	January 1896.	1-5-97	32·82	
	Talod to Parantij		2-7-97	7·83	
	Parantij to Idar-Ahmednagar		23-10-97	14·05	
	TOTAL, AHMEDABAD-PARANTIJ . . . . .	...	...	...	54·70
9 (j)	PALANPUR-DEESA— (3' 3½" gauge.)				
	Pálanpur to Deesa	20-3-92	8-11-93	17·28	
	TOTAL, PALANPUR-DEESA . . . . .	...	...	...	17·28
9 (h)	GAEKWAR'S MEHSANA— (3' 3½" gauge.)				
	Mehsána to Vadnagar . . . . .	...	21-3-87	20·73	
	Vadnagar to Kheralu . . . . .	...	12-12-88	7·00	
	Viramgám to Mehsána . . . . .	...	1-2-91	40·21	
	Mehsána to Pátan . . . . .	...	20-7-91	24·69	
	TOTAL, GAEKWAR'S MEHSANA . . . . .	...	...	...	92·63
9 (k)	GAEKWAR'S DABHOI— (2' 6" gauge.)				
	Miyágám to Dabhoi	21-3-72	8-4-73	20·00	
	Dabhoi to Chándod	27-11-77	15-4-79	10·62	
	Dabhoi to Báhádarpur		17-9-79	9·64	
	Dabhoi to Goya Gate	29-1-79	1-7-80	17·00	
	Goya Gate to Vishvámitri		24-1-81	1·63	
	Báhádarpur to Bodeli	Sept. 1888	16-6-90	12·77	
	Vishvámitri to Padra	28-8-95	1-7-97	7·14	
	TOTAL, GAEKWAR'S DABHOI . . . . .	...	...	...	78·80
	Carried over . . . . .	...	...	...	2,716·03

on the 31st December 1901, alphabetically arranged.

REMARKS.

10. Palampur-Deesa railway—concl'd.

(b) General conditions—concl'd.

(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palampur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palampur Durbar in proportion to the capital provided by each, after excluding from the Government capital the sum of Rs. 25,117 for extra expenditure in providing a 5' 6" gauge substructure.(v) *Rates and fares.*—Same as on the Rajputana-Malwa railway.

11. Gaekwar's Mehsana railway—

(a) The Gaekwar's Mehsana railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.NOTE.—See Petlad-Cambay railway (Anand-Tarapur section), paragraph 4 *ante*. The terms of working are the same for both railways.

12. Gaekwar's Dabhoi railway—

(a) The Gaekwar's Dabhoi railway is worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Baroda State.(ii) *Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th of June or 31st of December.(iii) *Terms of working.*—The Company work the railway at actual cost, *plus* 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.(iv) *Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government; and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

13. Rajpipla railway—

(a) The Rajpipla railway is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Rajpipla State.(ii) *Currency of agreement.*—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.(iii) *Terms of working.*—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund; and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform to those generally in force on the Bombay, Baroda and Central India railway.

14. Jaipur (Siwai-Madhupur) railway—

15. Vijapur-Kalol-Kadi railway—

16. Ahmedabad-Dholka railway—

} The agreements for working these lines have not as yet been executed.

17. General remarks.—The following sections of the Bombay, Baroda and Central India railway are worked over by other lines:—0.24 mile at Ujjain by the Indian Midland railway, and 7.25 miles from Dadar Junction to Colába by the Great Indian Peninsula railway. The length from Dadar Junction to Carnac bridge, 4.39 miles of the Great Indian Peninsula railway is worked over by the Bombay, Baroda and Central India railway.

The following sections of the Rajputana-Malwa railway are worked over by foreign lines—1.00 mile from Agra East Bank to Agra Fort by the East Indian railway; and 2.89 miles at Agra by the Indian Midland railway.

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History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
9 (a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>continued</i> .				
	Brought forward . . . . .	...	...	...	2,716'03
9 (l)	RAJPIPLA— (2' 6" gauge.)				
	Anklesvar to Raj-Párdi	Oct. 1894	1-7-97	19'03	
	Raj-Párdi to Umalla	Feb. 1898	19-1-99	4'95	
	Umalla to Amletha		1-6-99	7'85	
	Amletha to Nandod		20-7-99	5'54	
	TOTAL, RAJPIPLA . . . . .	...	...	...	37'37
	TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA SYSTEM . . . . .	...	...	...	2,753'40
	<i>Lines under construction or sanctioned for construction—</i>				
9 (m)	JAIPUR (SIWAI-MADHOPUR)— (3' 3 $\frac{3}{8}$ " gauge.)				
	Sanganer to Siwai-Madhoper in the Jaipur State	2-12-97	...	72'85	
	TOTAL, JAIPUR . . . . .	...	...		72'85
9 (n)	VIJAPUR-KALOL-KADI— (3' 3 $\frac{3}{8}$ " gauge.)				
	Vijapur to Kalol	23-5-99	...	29'60	
	Kalol to Kadi	29-3-1901	...	12'20	
	TOTAL, VIJAPUR-KALOL-KADI . . . . .	...	...		41'80
9 (o)	AHMEDABAD-DHOLKA— (3' 3 $\frac{3}{8}$ " gauge.)				
	Ahmedabad to Dholka . . . . .	...	...	33'46	
	TOTAL, AHMEDABAD-DHOLKA . . . . .	...	...		33'46
	Total Lines under construction . . . . .	...	...	...	148'11
	GRAND TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM . . . . .	...	...	...	2,901'51

on the 31st December 1901, alphabetically arranged.

REMARKS.

18. Details of construction—

(a) *Permanent-way.*—

Bombay, Baroda and Central India railway.—The main line is chiefly laid with double-headed steel rails, weighing 59lb. to the yard, except on the Viramgam-Wadhwan section, which is laid with 60lb. iron rails on cast-iron pot sleepers. On the southern part of the line (Bombay to Broach) the rails are laid on creosoted pine sleepers. On the double line from Virar to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and four-holed chairs. On the double line from Dahanu to Daman Road and from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers. On the double line, Itola to Baroda, 69lb. double-headed steel rails are laid on cast-iron pot sleepers. The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers but are being renewed annually with 50lb. steel rails. The rails on the Godhra branch are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers.

Tápti Valley railway.—The permanent-way consists of 70 lb. flat-footed rails laid on creosoted pine and teak sleepers.

Pellad-Cambay railway.—The permanent-way consists of 66½lb. flat-footed steel rails and creosoted pine sleepers.

Nágdá-Ujjain railway.—The permanent-way consists of 75lb. flat-footed steel rails, with 5 bolt hole fish-plates, laid on cast-iron pot sleepers, Indian Midland railway pattern.

Godhra-Ruttám-Nágdá railway.—The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough deodar and creosoted pine sleepers.

Rajputana-Malkwa railway.—The rails originally used were 36lb. and 40lb. to the yard laid on transverse deodar and creosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 41½lb. steel rails which in future renewals will be replaced by 50lb. rails. The creosoted half-round pine sleepers with which the road was first laid are being replaced by deodar sleepers. The Cawnpore-Farukhabad section is laid with iron rails 40lb. to the yard. The line from Farukhabad to Achnera is laid with steel rails, 41½lb. to the yard, on transverse sleepers of deodar. On the Rewari-Bhatinda-Razilka line, the rails are mainly of steel, 41½lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers.

Ahmedabad-Parántij railway.—The line is laid with 41½lb. flat-footed steel rails on transverse deodar and creosoted pine sleepers.

Palanpur-Deesa railway.—The rails are iron, 40lb. to the yard, laid on Denham-Olpherts' cast-iron sleepers or on steel dish cover sleepers taken from the main line.

Gackwar's Mehsána railway.—The length from Mehsána to Kherálu is laid with steel rails, 41½lb. to the yard, on transverse steel trough sleepers. The remainder of the line is laid with iron and steel rails, 40lb. and 41½lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgam section, which is laid with steel trough sleepers.

Gackwar's Dabhoi railway.—The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39.25 miles and 12.50 miles, respectively, on wooden sleepers. The renewals are being made with 31lb. steel rails. The Vishvámitri-Padra section is laid with 31lb. steel rails and wooden sleepers.

Rajpipla railway.—The line is laid with 41½lb. iron rails on half round jungle teak sleepers.

(b) *Ballast.*—The whole system is ballasted throughout with stone, gravel or sand.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Tunnel between Bagrangarh and Amargar, 765 feet; and Mhow ghat No. 4, between Patalpani and Kalakand, 622.75 feet. There are three other tunnels varying from 285.50 feet to 365.50 feet in length, aggregating 994 feet on the Sone ghats.

(d) *Bridges.*—The following are the important bridges of 1,000 feet and over:—South and North Bassein (between Bháyandra and Umeyla), 69 spans of 60 feet, and 25 spans of 60 feet, respectively; South and North Viluma (between Virar and Sophalá), 20 spans of 60 feet and 23 spans of 60 feet, respectively; Tápti (between Surat and Amroli), 30 spans of 60 feet; Nerbudda (between Anklesvar and Broach), 25 spans of 183.50 feet; Mbye (between Bajuva and Vásad), 27 spans of 60 feet. Sabarmati (between Ahmedabad and Sabarmati), 1 span of 67 feet, 20 spans of 60 feet and 1 span of 52.41 feet; and Mbye (between Sevalia and Timba Road), 64 spans of 30 feet; Mahi (between Bhairon ghar and Raoti), 6 spans of 150 feet and 2 spans of 100 feet; Chambal, near Nagda, 10 spans of 100 feet; Jumna (between Agra Fort and Agra Junction), 16 spans of 133 feet and 6 spans of 23 feet; Jumna (between Muttra Cantonment and Raya), 7 spans of 150 feet; Nerbudda (between Mortakka and Barwaha), 14 spans of 183 feet; and Siew (between Mandsaur and Dalauda), 11 spans of 30 feet.

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History of railways.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9(a)	BOMBAY, BARODA AND CENTRAL INDIA SYSTEM— <i>concl'd.</i>				
2 (c)	BRAHMAPUTRA-SULTANPUR— (See Eastern Bengal system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

18. Details of construction—concluded.

(e) Fencing.—

Bombay, Baroda and Central India railway.—The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are $32\frac{1}{2}$ miles of cactus and $47\frac{1}{2}$ miles of wire. The Godhra branch is fenced partly with cactus ($2\frac{1}{4}$ miles) and partly with wire ($46\frac{3}{4}$ miles). The Patri branch is unfenced.

Tápti Valley railway.—The line is not fenced, except round station yards.

Petlad-Cambay railway (Anand-Tarapur section).—The whole of the Anand-Petlad section is fenced with cactus.

Petlad-Cambay railway (Tarapur-Cambay section).—The line has not been fenced, except round station yards.

Nágdá-Ujjain railway.—The line has not been fenced, except round station yards.

Godhra-Rutlam-Nágdá railway.—The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of $76\frac{1}{2}$ miles. The rest of the line is unfenced.

Rajputana-Malwa railway.—The total length of line fenced on the Rajputana section is 558 miles, or three-fourths of the whole section. The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Hathras City and Muttra Cantonment. There are a few miles of double fencing at stations. The Rewari-Bhatinda-Fazilka section is fenced for about 110 miles of the main line and at stations.

Ahmedabad-Parántij railway.—Fenced only in station yards.

Palanpur-Deesa railway.—The entire length, with the exception of a little wire fencing at mile 2, is fenced with cactus.

Gaekwar's Mehsána railway.—The whole line was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts, and what remains is much broken up.

Gaekwar's Dabhoi railway.—There is no fencing, except what has been put up by the villagers themselves.

Rajpipla railway.—There is no fencing, except in the station yards.

(f) Curves.—

5' 6" gauge sections.—There are no curves under a radius of 1,000 feet.

3' $3\frac{3}{8}$ " and narrower gauge sections, excluding Gaekwar's Dabhoi railway.—There are no curves under a radius of 1,000 feet.

Gaekwar's Dabhoi railway.—There are no curves under a radius of 500 feet.

(g) Gradients.—Of a total open mileage of 2,753.40 miles on the system, 3.40 miles are on a gradient of 1 in 50, or steeper.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
36 (a)	BUKHTIARPUR-BIHAR LIGHT— (2' 6" gauge.)				
	Bukhtiarpur on the East Indian railway to Bihar . . . .	...	...	18'75	
	TOTAL, BUKHTIARPUR-BIHAR . . . .	...	...	...	18'75

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Bukhtiarpur-Bihar Light railway.—

- (a) The Bukhtiarpur-Bihar Light railway is being constructed and will be worked on the terms in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement :—

Agreement.—(Between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company).

- (b) The general conditions are as follows :—

- (i) *Government aid.*—In addition to land which has been provided free of charge, except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.
- (ii) *Currency of contract.*—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction of the line by giving six months' notice, or at intervals of seven years thereafter, the value to be calculated at twenty years' purchase of the average net profits to the Company during the four years preceding the transactions, together with a bonus of 20 per cent. thereon.
- (iii) *Terms of working.*—Any surplus profits in excess of four per cent. on share capital, *plus* not more than 4 per cent. on debenture capital, will be equally divided between the District Board and the Company.
- (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.
- (v) *General remarks.*—The line is to be laid as far as possible on the District road.

2. Details of construction—

- (a) *Permanent-way.*—30 lb. steel rails, Vignole's pattern, on cross sleepers of pyinkado.
- (b) *Ballast.*—The line will be ballasted throughout.
- (c) *Fencing.*—The line will not be fenced.

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Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
24 (a)	BURMA— (3' 3 $\frac{3}{8}$ " gauge.)				
	IRRAWADDY SECTION—				
	Rangoon to Prome	25-9-74	2-5-77	161'00	
	TOTAL, IRRAWADDY SECTION . . . . .	...	...	...	161'00
	SITTANG SECTION—				
	<i>Main line—</i>				
	Rangoon to Pegu	23-5-81	4-2-84	46'25	
	Pegu to Pyuntaza		4-2-84	41'75	
	Pyuntaza to Nyaunglebin		4-2-84	5'00	
	Nyaunglebin to Toungoo		1-7-85	73'00	
	Total Main line . . . . .	...	...	...	166'00
	<i>Branches—</i>				
	Suburban lines	25-9-74	1-3-80 15-7-90	6'00 3'00	
	Total Branches . . . . .	...	...	...	9'00
	TOTAL, SITTANG SECTION . . . . .	...	...	...	175'00
	MANDALAY SECTION—				
	<i>Main line—</i>				
	Toungoo to Thawutti	October 1886.	1-5-88	44'00	
	Thawutti to Pyinmana		1-5-88	15'00	
	Pyinmana to Yamethin		15-11-88	49'00	
	Yamethin to Mandalay		1-3-89	112'00	
	Total Main line . . . . .	...	...	...	220'00
	<i>Branches—</i>				
	<i>Meiktila branch—</i>				
	Thazi to Meiktila Cantonment	1-1-92	10-5-93	12'89	
	Meiktila to Myingyan	Sept. 1898	15-11-99	57'21	
	<i>Mandalay Shore Branch—</i>				
	Mandalay to Mandalay shore . . . . .	...	April 1889	70'10 2'50	
	Total Branches . . . . .	...	...	...	72'60
	TOTAL, MANDALAY SECTION . . . . .	...	...	...	292'60
	MU VALLEY SECTION—				
	<i>Main line—</i>				
	Sagaing to Shwebo	Sagaing to Kawlin 17-10-89 Kawlin to Nan- kan in Feb. and March 1891.	1-7-91	53'05	
	Shwebo to Wuntho		4-4-92	99'46	
	Wuntho to Nankan		1-11-94	15'46	
	Nankan to Mohnyin	Sept. 1892 Dec. 1895	21-10-95	74'35	
	Mohnyin to Mogaung		1-3-96	52'34	
	Mogaung to Myitkyina		1-1-98	36'63	
	Total Main line . . . . .	...	...	...	331'29
	Carried over . . . . .	...	...	...	331'29 628'60

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Burma railways—

(a) The Burma railways are worked under the following contract—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—Interest is guaranteed at $2\frac{1}{2}$ per cent. on the Company's share capital. Land was also provided free of charge.(ii) *Currency of contract*.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract, on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause, the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.(iii) *Power of Company to surrender contract*.—Nil.(iv) *Terms of working*.—The net receipts in each half-year are to be applied in payment to Government of—

The equivalent of the interest paid for the half-year on any debentures issued by the Company;

The equivalent of the guaranteed interest at $2\frac{1}{2}$ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;The equivalent of interest at $2\frac{1}{2}$ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government;Any surplus, in a year ending on the 30th June, to be divided between Government and the Company, in the proportion of four-fifths to the former and one-fifth to the latter, the Company's share for any year up to the 30th June 1901 being reduced by the amount of the additional interest at $\frac{1}{4}$ per cent. paid by the Government in respect of the same year.(v) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.(vi) *General remarks*.—The Burma Railway Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways ($3' 3\frac{3}{8}"$ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from the Government on the 1st September 1896 comprised the following lines:—Rangoon to Promé on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina, and a branch to Katha, whence there is communication by river with Bhamo.

2. Details of construction—

(a) *Permanent-way*.—The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 103 miles, $41\frac{1}{4}$ lb. steel for 29 miles, and 40lb. iron for 20 miles. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Deiku (81 miles), the remaining 85 miles being laid with rails, $41\frac{1}{4}$ lb. to the yard. The Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The Thazi-Myingyan branch consists of steel rails, $41\frac{1}{4}$ and 50lb. to the yard. The Mu Valley line consists of $41\frac{1}{4}$ lb. flat-footed steel rails, with the exception of the Alon branch, where the rails are mostly 50lb. The Mandalay-Kunlong line is laid with 50lb. steel rails. The Bassein-Henzada-Letpadan branch will be laid with steel rails, 50lb. to the yard. The sleepers throughout are generally of teak, pyinma and pyinkado.(b) *Ballast*.—The ballast is either shingle or broken stone.(c) *Tunnels*.—On the Mandalay-Kunlong section, there are two tunnels at the Gokteik Gorge, viz., No. 1 tunnel, 345 feet, and coverings in the approach 60 and No. 2 tunnel, 490 feet.

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Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
24(a)	BURMA— <i>concl'd.</i> — (3' 3½" gauge.)				628·60
	Brought forward . . . . .	...	...	...	331'29
	MU VALLEY SECTION— <i>concl'd.</i>				
	Branches—				
	Sagaing to Alon	Sept. 1898	15-4-00	70'46	
	Myohaung branch—				
	Myohaung to Amarapura shore	17-10-89	22-11-91	6'00	
	Katha branch—				
	Naba to Katha . . . . .	...	2-10-95	14'45	
	Total Branches . . . . .	...	...		90'91
	TOTAL, MU VALLEY SECTION . . . . .	...	...	...	422'20
	MANDALAY-KUNLONG SECTION—				
	Myohaung to Sédaw	} Oct. 1895 {	1-1-98	13'00	
	Sédaw to Maymyo		1-4-00	26'10	
	Maymyo to Nawngkhio		20-5-00	34'10	
	Nawngkhio to Hsipaw		1-6-01	53'25	
	TOTAL OPEN MILEAGE, MANDALAY-KUNLONG SECTION . . . . .	...	...	...	126'45
	TOTAL OPEN MILEAGE, BURMA . . . . .	...	...	...	1,177'25
	Lines under construction or sanctioned for construction—				
	MANDALAY-KUNLONG SECTION—				
	Hsipaw to Lashio	16-10-95	1-10-02*	50'30	
	BASSEIN-HENZADA-LETPADAN—				
	Letpadan (on Irrawaddy line) to Tharrawá on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein	7-9-99	Letpadan to Tharrawá 1-4-1902* remainder 1-11-1902.*	114'40	
	Total Lines under construction . . . . .	...	...		164'70
	DOUBLE LINE—MAIN LINE AND BRANCHES—				
	Rangoon to Kemmendine . . . . .	...	30-10-89	3'54	
	Kemmendine to Insein . . . . .	...	10-1-90	5'50	
	Myohaung to Mandalay . . . . .	...	3-10-99	2'45	
	Nahakaung to Naba . . . . .	...	11-6-97	0'55	
	Total Double line . . . . .	...	...	12'04	
	GRAND TOTAL, BURMA . . . . .	...	...	...	1,341'95

* Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Details of construction—concluded.

- (d) *Bridges.*—On the Mandalay-Kunlong section, there is a long high viaduct at the Gokteik Gorge which consists of 10 spans of 120 feet, 5 spans of 60 feet, and 2 spans of 55 feet, supported on piers formed of steel trestles in pairs 40 feet apart. The total length of the viaduct is 2,260 feet and the greatest height of rail level above ground 325 feet.
- (e) *Fencing.*—The line from Prome to Mandalay is fenced. The Mu Valley line is generally unfenced, except at a few stations. On the Mandalay-Kunlong section the line is not fenced.
- (f) *Curves.*—On the Mu Valley line there are in all 13 curves of a radius of 573 feet, the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Mohyin section, 3,790 feet long.
- (g) *Gradients.*—Of a total open mileage of 1,177·25 miles, 9·81 miles are on the ruling gradient of 1 in 25 and 65·47 miles on a gradient of 1 in 100, or steeper.

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APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
5 (a)	CALCUTTA PORT COMMISSIONERS'— (5' 6" gauge).				
	<i>Main line—</i>				
	Bagbazar to Cossipore . . . . .	...	1-6-78	1'14	
	Bagbazar to Meerbohur Ghât		1-11-75	1'76	
	Meerbohur Ghât to Jetties		1-6-78	0'84	
	Jetties to Chandpal Ghât		1-12-80	0'32	
	Chandpal Ghât to Kidderpore Docks		1-1-87	2'16	
	Total Main line . . . . .	...	...	...	6'22
	<i>Shalimar branch—</i>				
	Telkul Ghât Road <i>via</i> Bhurpara Khal to Shalimar . . . . .	...	31-12-01	1'43	1'43
	Total Branch . . . . .	...	...	...
	TOTAL, CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	7'65
6 (c)	CAWNPORE-BURHWAL— (3' 3 $\frac{3}{8}$ " gauge link). (See Oudh and Rohilkhand system).				
2 (c)	COOCH BEHAR— (See Eastern Bengal system).				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Calcutta Port Commissioners' railway—

(a) The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them.

(i) *General remarks.*—The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners under a deed of conveyance by Government, and for this land the Commissioners pay to Government a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods. The portion from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. It serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. There is a bridge over the Circular canal, the platform (carrying the rails) of which is constructed to lift and lower, to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore Docks, a line with sidings was at first laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. There is a bridge over the Tolly's Nullah similar to the one erected over the Circular canal. A portion of the main line in this section, measuring 1'49 miles, was doubled in 1898 by laying 1,800 feet new line and linking up the old sidings along the line at Fort Point from Baboo Ghât viaduct to Hastings Lift bridge. The Shalimar branch is laid on the west side of the Howrah foreshore road, and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of Telkul Ghât Road. It serves the workshops of Messrs. Burn and Company, the chowl golahs at Ramkristopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The portion of the line from Jagut Banerjee's Ghât level crossing to Bhurpara Khal, 0'88 mile, was taken up in 1900, after the old coal depôt was sold to the Bengal-Nagpur railway.

2. Details of construction—

(a) *Permanent-way.*—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Docks section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75 lb. double-headed steel rails on cast-iron ordinary chairs spiked on sâl-sleepers.

(b) *Ballast.*—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Docks section is packed with ballast. On the Shalimar branch, packing is done with 1st class Jhama ballast.

(c) *Fencing.*—The Cossipore-Chandpal Ghât section is fenced with wire and iron standards, except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Docks section is fenced on the east side only with wooden posts and rails. The Shalimar branch is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.

(d) *Curves.*—There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.

(e) *Gradients.*—Of a total mileage of 7'65 miles, 2'21 miles are on a gradient of 1 in 300, or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
30(a)	DARJEELING-HIMALAYAN— <i>(2' 0" gauge.)</i>				
	Siliguri to Kurseong	1879	23-8-80	31'75	
	Kurseong to Sonáda		1-2-81	9'50	
	Sonáda to Ghúm		5-4-81	5'87	
	Ghúm to Darjeeling		4-7-81	3'63	
	Darjeeling to the Darjeeling bazar		16-6-86	0'25	
	TOTAL, DARJEELING-HIMALAYAN . . . . .	...	...	...	51'00
1(b)	DELHI-UMBALLA-KALKA— <i>(See East Indian system.)</i>				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Darjeeling-Himalayan railway—

(a) The Darjeeling-Himalayan railway is worked under the following contract:—

Contract of—8th April 1879 (between the Secretary of State and Franklin Prestage, Esq.), for construction, maintenance and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—Government undertake to pay the Company such sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road are also granted free of cost.

(ii) *Currency of contract*.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to them for permanent improvements to the road or works connected with it. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment with an additional bonus of 20 per cent. over and above such value.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

(v) *Rates and fares*.—Certain maxima have been fixed within which the company is permitted to vary its rates.

(vi) *General remarks*.—The line is laid for a great part of its length along the cart road. The road has almost continuous curves and windings as it passes across the mountains.

2. Details of construction—

(a) *Permanent-way*.—The line which was originally laid with iron rails, 30lb. to the yard, on the plains, has been relaid with iron rails 40lb. to the yard. Steel rails, 41½lb. to the yard, are laid on the hill portion. Of the Terai, 2·70 miles have been renewed with 41½lb. steel rails. Sâl, oak and chestnut sleepers are in use, sâl only being used under the 41½lb. rails.

(b) *Ballast*.—The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.

(c) *Curves*.—Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles distributed over the line.

(d) *Gradients*.—Of a total open mileage of 51·00 miles, 40·69 miles are on a gradient of 1 in 50 or steeper.

Appendix 47.
History of railways.

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History of railways constructed and in progress.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
15 (a)	DEOGHUR— (3' 3½ gauge.)				
	Baidyanath to Deoghur	October 1881	23-12-82	4'79	
	TOTAL, DEOGHUR .	...	...	...	4'79
20 (a)	DHRANGADRA— (See Bhavnagar-Gondal-Junagad-Porbandar system.)				

DIX 47—continued.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Deoghur railway.—

(a) The Deoghur railway is worked under the following contract :—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows :—

(i) *Government aid*.—Land alone was provided free of charge.(ii) *Terms of contract*.—Messrs. Burn & Co, constructed the railway with capital raised locally and without any guarantee.(iii) *Currency of contract*.—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption. Government may also determine the contract after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with an additional bonus not exceeding 20 per cent. of such value.(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

2. Details of construction.—

(a) *Permanent-way*.—The permanent-way is laid with 36 lb. steel rails on wooden sleepers.(b) *Ballast*.—The line is ballasted throughout.(c) *Fencing*.—The line is unfenced.(d) *Curves*.—The sharpest curve has a radius of 2,640 feet and extends over a length of 3,000 feet.(e) *Gradients*.—Of a total open mileage of 4.79 miles, 3.50 miles are on a gradient of 1 in 80, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	DIBRU-SADIYA SYSTEM— (3' 3 $\frac{3}{8}$ " gauge.)			Miles.	Miles.
13 (a)	DIBRU-SADIYA—				
	<i>Main line—</i>				
	Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream	1881	8-82 16-7-83 2-5-84	15'00	61'50
	Dinjan stream to Makum Junction			23'50	
	Makum Junction to Dihing bridge			23'00	
	Total Main line . . . . .	...	...	...
	<i>Branch—</i>				
	<i>Talap branch—</i>				
	Makum Junction to Dum-Duma	1881	2-5-84 5-2-85	10'00	16'00
	Dum-Duma to Talap			6'00	
	Total Branch . . . . .	...	...	...	16'00
	TOTAL, DIBRU-SADIYA . . . . .	...	...	...	77'50
13 (b)	LEDO AND TIKAK-MARGHERITA— (3' 3 $\frac{3}{8}$ " gauge.)				
	<i>Main line—</i>				
	Dihing bridge to Ledo . . . . .	...	17-2-84	7'50	11'00
	<i>Namdang branch—</i>				
	Margherita to Namdang . . . . .	...	1-1-01	3'50	
	TOTAL, LEDO AND TIKAK-MARGHERITA . . . . .	...	...	...	...
	GRAND TOTAL, DIBRU SADIYA SYSTEM . . . . .	...	...	...	88'50

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Dibru-Sadiya railway system is made up of—		Open line.
		Miles.
(a) Dibru-Sadiya railway (3' 3 $\frac{3}{4}$ " gauge)	: : : :	77'50
(b) Ledo and Tikak-Margherita railway (3' 3 $\frac{3}{4}$ " gauge)	: : : :	11'00
	TOTAL	88'50

2. Dibru-Sadiya railway—

(a) The Dibru-Sadiya railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working.

25th July 1881.—Contract modifying that of 1880.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid*.—Government guarantee payment of a subsidy, twelve months after opening of main line throughout or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line, not exceeding in any year Rs. 80,000. Similarly, Government guarantee a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The free use of public roads is also provided for.

(ii) *Currency of contract*—If the Company fail to fulfil their obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. If the Company do not maintain or work the railway for any time over fourteen days in any year, Government can deduct from the subsidy Rs. 210 in the case of the main line and Rs. 262 in the case of both main line and Makum branch each day, and in default Government will be discharged from all liabilities or obligations under this contract and can call on the Company to remove all rails, etc., and give possession of the lands, roads, etc., the Company bearing all expense in restoring the same to their original condition. Government* may also determine contract, on giving 12 months' notice (clause 19 of contract dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

* NOTE.—The Company having waived all their rights under clause 7 of contract dated 25th July 1881, to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

(v) *Rates and fares*.—To be approved by Government from time to time while subsidy is payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

3. Ledo and Tikak-Margherita railway—

(a) The Ledo and Tikak-Margherita railway is worked under the following:—

Contract of—30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms—contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

(b) The general conditions are as follows:—

(i) *Government aid*.—Nil.

(ii) *Currency of contract*.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles and for a further term of 30 years within an area of at least 4 square miles.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings, plus 5 per cent. on the gross earnings of the colliery for rolling-stock.

(v) *Rates and fares*.—Certain rates have been sanctioned by Government for the carriage of goods.

(vi) *General remarks*.—The working of the branch was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Class: No.	Name and sections of railways.	Date of sanction.	Date of opening.	Mileage.	Total.
13 (a)	DIBRU-SADIYA SYSTEM— <i>concl'd.</i>			Miles.	Miles.

DIX 47—continued.

Appendix 47.
History of railways.

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Details of construction—

(a) *Permanent-way*—

Dibru-Sadiya railway.—The line throughout was originally laid with steel rails, $41\frac{1}{4}$ lb. to the yard, but these are now gradually being replaced by 50 lb. steel rails. The sleepers are chiefly uriam.

Ledo and Tikak-Margherita railway.—The line is laid with 50 lb. steel rails on uriam sleepers.

(b) *Ballast*.—*Dibru-Sadiya railway*.—The line is unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Talap. On the rest of the line, broken stone ballast has been used.

Ledo and Tikak-Margherita railway.—The main line is three-fourths ballasted, but the Namdang branch is unballasted.

(c) *Fencing*.—The system is unfenced, with the exception of a short length at Dibrugarh.

(d) *Curves*.—There are no curves under a radius of 600 feet.

(e) *Gradients*.—Of a total open mileage of 88.50 miles, 7.57 miles are on a gradient of 1 in 150, or steeper.

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History of railways.

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History of railways constructed and in progress

Class No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
2 (a)	EASTERN BENGAL SYSTEM—				
	EASTERN SECTION— (5' 6" gauge.)				
	<i>Main line—</i>				
	Calcutta to Ranaghat	16-4-59 { 1865-66	29-9-62	45'25	145'07
	Ranaghat to Jagati Junction		15-11-62	62'00	
	Jagati Junction to 145th mile		1-1-71	37'82	
	Total Main line	16-4-59	...	...
	<i>Branches—</i>				
	Jagati Junction to river Ganges (<i>Kooshtea branch</i>). . . . .	...	16-2-64	3'77
	Kooshtea loop line . . . . .	...	1-8-81	1'17
	Canal Junction to Chitpore (<i>Chitpore branch</i>)	12-4-73	25-8-73	1'88	
	Portion in Chitpore yard for goods traffic . . . . .	...	13-4-88	0'12
	Panchooria Junction to new Goalundo . . . . .	...	22-10-58	3'24
	Mile 145 to Panchooria Junction . . . . .	...	1-4-90	3'16
	Panchooria Junction to Shivarampore.	} Feby. '97 { Feby. '96	20-10-98	8'77	
	Shivarampore to Faridpore.		9-4-99	7'43	
	Belgachhi to the Ganges		27-10-98	2'30	
	Bhydea Junction to Borat . . . . .	...	7-6-97	3'17
	<i>Porádaha branch—</i>				52'90
	Porádaha to Bhairámára	4-4-76	19-1-78	11'79	
	Bhairámára to Golabnuggur (<i>Dámukdia</i>).	22-9-83	8-12-83	6'10	
	Total Branches . . . . .	...	...	...
	TOTAL, EASTERN SECTION	197'97
	SOUTHERN SECTION— (5' 6" gauge.)				
	<i>Main line—</i>				
	Calcutta to Chámpaháti	2-1-62	15'00	28'45
	Chámpaháti to Port Canning . . . . .	...	15-5-63	12'79
	Junction with Eastern section. . . . .	...	15-8-85	0'41
	Bansra diversion	Jany. 1900	5-3-00	0'25	
	Total Main line . . . . .	...	...	...
	<i>Branches—</i>				
	<i>Diamond Harbour branch—</i>				
	Sonárpur to Baruipur	} 9-9-80 {	10-6-82	5'30	
	Baruipur to Magra Hát		18-12-82	9'55	
	Magra Hát to Diamond Harbour		25-4-83	12'69	
	Diamond Harbour towards Hara fort		25-4-83	0'42	
	<i>Budge Budge branch—</i>				41'62
	Ballygunge to Budge Budge	Nov. '88	1-5-90	27'96 13'66	
	Total Branches . . . . .	...	...	...
	TOTAL, SOUTHERN SECTION	70'07
2 (b)	NORTHERN SECTION— (3' 3½" gauge)				
	<i>Main line—</i>				
	Sára to Atrai	} 12-2-74 {	19-1-78	38'75	196'00
	Atrai to Jalpáiguri		28-8-77	134'25	
	Jalpáiguri to Siliguri		10-6-78	23'00	
	Total Main line . . . . .	...	...	...
	<i>Branches—</i>				
	<i>Rungpore branch—</i>				
	Párbatipur Junction to Shámpur . . . . .	...	19-5-78	15'25
	Shámpur to Rungpore	12-2-74	2-7-78	7'50	
	Rungpore to Kaunia . . . . .	...	1-6-79	11'25
				34'00	268'04 196'00
	Carried over . . . . .	...	...	34'00

on the 31st December 1900, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Eastern Bengal railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Eastern Bengal railway, 5' 6" gauge section . . .	268·04	7 66	275·70
(b) Eastern Bengal railway, 3' 3½" gauge section . . .	544·51	38·83	583·34
(c) Eastern Bengal railway, 2' 6" gauge section . . .	41·84	...	41·84
(d) Brahmaputra-Sultanpur railway (3' 3½" gauge) . . .	59·19	...	59·19
(e) Mymensingh-Jamalpur-Jagannathganj railway (3' 3½" gauge)	53·37	...	53·37
(f) Cooch Behar railway (3' 3½" gauge)	33·78	...	33·78
	<hr/> 1,000·73	<hr/> 46·49	<hr/> 1,047·22

2. Eastern Bengal State railway—

(a) The Eastern Bengal railway is owned and worked by the State.

(i) *General remarks*—The line from Calcutta to Port Canning was constructed under guarantee. The Company surrendered it to Government on the 1st April 1868.

The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Poradaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.

On the 1st April 1887, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern-Bengal, the Kaunia-Dharlla, the Dacca and the Assam Behar railways, and these lines are now worked as one combined system, the railway being re-transferred from Provincial to Imperial control with effect from the 1st April 1892.

The Kaunia-Dharlla branch was constructed by the Bengal Government out of Provincial revenues. At Jatrapur a connection is made with the Assam mail steamer service run by the India General and River Steam Navigation Company. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Nārāyan-ganj ghat.

The Northern and Eastern sections are connected by a steam ferry worked by the railway between Sara ghat and Damukdia ghat.

The East Indian railway is connected with the Bengal system of railways by a ferry worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purnea and Kasba to Anchrá ghat on the Kosi, opposite Khanwa ghat on the Kosi extension of the Tirhoot railway, where it is connected with the Tirhoot railway by a ferry worked by the Eastern Bengal State railway across the Kosi river.

3. Brahmaputra-Sultanpur railway—

(a) The Brahmaputra-Sultanpur railway is worked under the following contracts:—

Contracts of—3rd December 1896 (between the Secretary of State and the Brahmaputra-Sultanpur Branch Railway Syndicate) for the formation of a Company for the construction of the line.

8th January 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Syndicate) for the subscription of capital for the construction of the line.

22nd February 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Company) for the construction and working of the line.

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History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	EASTERN BENGAL SYSTEM—contd.			Miles.	Miles.
	Brought forward . . . . .	...	...	34'00	268'04
2 (b)	NORTHERN SECTION—concl'd. <i>3' 3½" gauge—contd.</i>				196'00
	<i>Branches—concl'd.</i>				
	<i>Dinapore branch—</i>				
	Párbatipur to Chirir bandar	28-11-81	1-7-83	9'00	
	Chirir bandar to Dinapore		16-5-84	8'75	
				17'75	
	Teesta bridge at Kaunia and approaches . . . . .	...	1-4-01	4'99	
	(3' 3½" = 4'42 miles; 2' 6" = 0'57 mile).				
	Total, Branches . . . . .	...	...	...	56'74
	Total, Northern section . . . . .	...	...	...	252'74
	BEHAR SECTION—				
	<i>Main line—</i>				
	Manihári to Katihár . . . . .	...	1-4-87	15'50	
	Katihár to Ráyganj . . . . .	...	1-7-89	37'49	
	Ráyganj to Dinapore . . . . .	...	15-2-88	32'68	
	Junction with the Bengal and North-Western railway at Katihar . . . . .	...	8-3-01	0'69	
	Total Main line . . . . .	...	...	...
	<i>Branches—</i>			...	86'36
	<i>Kosi branch—</i>				
	Katihár to Kasba . . . . .	...	1-4-87	22'10	
	Kasba to Forbesganj . . . . .	...	1-7-89	36'81	
	Forbesganj to Ancharághat . . . . .	...	1-1-91	14'00	
				72'91	
	<i>Bárhoi-Kissenganj branch—</i>				
	Bárhoi to Kissenganj	June '91	15-12-92	35'11	108'02
	Total Branches . . . . .	...	...	...	194'38
	TOTAL, BEHAR SECTION . . . . .	...	...	...
	DACCA SECTION— <i>(3' 3½" gauge)</i>				
	Náráyanganj ghat to Dacca	11-8-82	4-1-85	10'25	
	Dacca to Jaydepur		1-8-85	19'65	
	Jaydepur to Gáfargáon		1-8-85	32'50	
	Gáfargáon to Mymensingh		1-8-85	23'52	
	TOTAL, DACCA SECTION . . . . .	...	...	...	85'92
	Kaunia-Dharlla section— <i>(2' 6" gauge).</i>				
	Teesta Junction to Mogalhát (3' 3½" gauge)	Sept. '99	1-4-01	12'04	
	Teesta Junction to Dharlla . . . . .	...	18-7-81	16'73	
	Dharlla to Jatrapur . . . . .	...	1-7-84	4'75	
	TOTAL, KAUMIA-DHARLLA SECTION . . . . .	...	...	...	33'52
	Cooch Behar-Santrabari extension (British section)— <i>2' 6" (gauge).</i>				
	South Bank of Kaljani river to Alipur Duar	Dec. '97	18-1-00	0'64	
	Alipur Duar to Raja Bhat Khawa		5-4-00	9'97	
	Raja Bhat Khawa to Jhainti		1-2-01	9'18	
	TOTAL COOCH BEHAR-SANTRABARI EXTENSION (BRITISH SECTION) . . . . .	...	...	...	19'79
	TOTAL OPEN MILEAGE EASTERN BENGAL PROPER . . . . .	...	...	...	854'39
	Carried over . . . . .	...	...	...	854'39

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Brahmaputra-Sultanpur railway—concluded.

(b) The general conditions of the contracts are as follows :—

- (i) *Government aid*.—Land alone was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice, either on the 31st December 1919, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings during the five years prior to determination, not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), paying the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent. of the gross earnings for working expenses in which is included Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the company, and also all such legal expenses as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

4. Mymensingh-Jamalpur-Jagannathganj railway—

(a) The Mymensingh-Jamalpur-Jagannathganj railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj railway office from Calcutta to London.

(b) The general condition of the contracts are as follows :—

- (i) *Government aid*.—Government will in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Railway Company, by way of rebate on the share attributable to the Eastern Bengal railway of the receipt from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic, except railway stores interchanged between the Eastern Bengal State railway system and the railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of $3\frac{1}{2}$ per cent. per annum on the actual capital expenditure. Land also was provided free of charge.
- (ii) *Currency of contract*.—Government may determine contract on 12 months' notice either on the 31st December 1919, or at the end of a subsequent period of 10 years or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, not exceeding by more than 20 per cent. or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.
- (iii) *Power of Company to surrender contract*.—Nil.
- (iv) *Terms of working*.—After deduction of 45 per cent. of the gross earnings for working expenses, in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.
- (v) *Rates and fares*.—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway.

5. Cooch Behar railway—

(a) The Cooch Behar railway is worked under the following contract.

Contract.—Approved in Government of India letter No. 106 R. T., dated 29th January 1897, and having effect from the 1st January 1896, between the Secretary of State and the Cooch Behar Durbar for working.

(b) The general conditions of the contract are as follows :—

- (i) *Government aid*.—The line is the property of the Cooch Behar State.
- (ii) *Currency of contract*.—The Eastern Bengal State railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896.
- (iii) *Power of company to surrender contract*.—Nil.
- (iv) *Terms of working*.—The Eastern Bengal State railway, for maintenance and working, to receive 45 per cent. of the gross earnings, the balance, 55 per cent., being made over to the Cooch Behar State. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway.

Note.—A revised agreement is under consideration.

- (v) *Rates and fares*.—The Eastern Bengal State railway administration have full control over rates and fares.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	EASTERN BENGAL SYSTEM—concluded. Brought forward . . . . .	...	...	Miles. ...	Miles. 854'39
	<i>Lines under construction or sanctioned for construction—</i>				
	EASTERN SECTION— (5' 6" gauge.)				
	Pachooria Junction to river Ganges	Dec. '95	...	16'00	
	Extensions to Chitpore Terminus	Mar. '01	* Aug. 1902	1'66	
	NORTHERN SECTION— (3' 3½" gauge)				
	Teesta-Dhubri	Sept. '99	* Aug. 1902	† 38'83	
	Total lines under construction . . . . .	...	...	...	46'49
	TOTAL EASTERN BENGAL PROPER	...	...	...	900'88
	DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—				
	Calcutta to Naihati	July '84	1-8-86	23'23	
	Naihati to Kanchrapara	May '91	21-3-87	0'26	
	Kanchrapara to Ránághat	Oct. '91	20-4-92	4'69	
	Ránághat to Aranghata		12-11-92	17'56	
	Aranghata to Bogoola		7-8-97	5'50	
	Bogoola to Shibnibash		17-9-97	6'75	
	Shibnibash to Ramnagar		3-11-97	6'65	
	Ramnagar to Porádaha		17-11-98	0'75	
	Canal Junction to Chitpore		17-9-97	9'50	
	Sealdah to Ballygunge		7-8-97	27'58	
	Ballygunge to Dock Junction		13-4-88	1'88	
	Total double line, Eastern and Southern sections . . . . .	...	...	112'21	
2 (c)	BRAHMAPUTRA-SULTANPUR— (3' 3½" gauge).				
	Santahar to Bogra				
	Bogra to Dewantola				
	Dewantola to Bonarpara				
	Bonarpara to Fulchhari				
	TOTAL, BRAHMAPUTRA-SULTANPUR . . . . .	...	...	...	59'19
2 (d)	MYMENSINGH-JAMALPUR-JAGANNATHGANJ— (3' 3½" gauge).				
	Mymensingh to Singhjani				
	Singhjani to Jagannathganj				
	TOTAL, MYMENSINGH-JAMALPUR-JAGANNATHGANJ . . . . .	...	...	...	53'37
2 (e)	COOCH BEHAR— (2' 6" gauge).				
	Main line—				
	Gitaldaha to Mansahi Junction	28-9-91	15-9-93	19'00	
	Mansahi Junction to the town of Cooch Behar	30-8-95	15-12-98	3'22	
	Tora bridge . . . . .	...	16-5-00	0'11	
	Total Main line . . . . .	...	...	...	22'33
	Branch—				
	<i>Cooch Behar-Santrabari extension (Native State sec-</i> <i>tion)—</i>				
	Cooch Behar to temporary Alipur Duar (Kholta)				
	Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river.				
	Total Branch . . . . .	...	...	...	11'45
	TOTAL, COOCH BEHAR . . . . .	...	...	...	33'78
	GRAND TOTAL, EASTERN BENGAL SYSTEM . . . . .	...	...	...	1,047'22
	EAST COAST— (See Bengal-Nágpur and Madras systems).				

* Probable dates of opening.

† Excluding the section of the Kaunia-Dharila line from Teesta to Mogal Hát, 2' 6" gauge (12'23 miles), which was converted to standard gauge and opened on the 1st April 1901.

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. General remarks.—The following sections of the Eastern Bengal State railway are worked over by foreign lines:—Kidderpore Docks to Naihati, 34.50 miles, by the East Indian railway; Dum Dum Junction to Canal Junction, 1.61 miles; Canal Junction to Calcutta, 2.96 miles; Canal Junction to Chitpore, 2.00 miles; and Calcutta to Kidderpore Docks, 3.71 miles, by the Bengal Central railway.

7. Details of construction.—

(a) *Permanent-way.*—

On the Eastern section (5' 6") gauge, the rails are double-headed steel, 73 lb. and 75 lb. to the yard on cast iron plate and sal sleepers. The Faridpur branch is laid with 2nd hand iron rails, 72 lb. and 68 lb. to the yard, on timber sleepers.

On the Damukdia branch the old iron rails are being replaced by 73 lb. steel rails removed from the main line. The sleepers are mostly cast iron bowls. The Diamond Harbour and Budge Budge branches are laid with steel rails, 64 lb. and 73 lb. to the yard, on cast iron sleepers, and the Canning branch with iron rails on cast iron and wooden sleepers.

On the 3' 3½" gauge portion the rails are flat-footed steel, 41½ lb. and 50 lb. to the yard, laid chiefly on sal, creosoted pine, and asna sleepers.

On the 2' 6" gauge section, the rails are flat-footed. The Jatrapur branch is laid with steel rails, 52 lb. and iron rails 30 lb. per yard on sal sleepers; and the British section of the Santrabari extension is laid partly with iron rails, 40 lb. per yard, and partly with steel rails, 41½ lb. per yard, on sal sleepers. The Cooch Behar State railway is laid for 19 miles with steel rails, 25 lb. to the yard; for 11.83 miles with steel rails, 41½ lb. to the yard, on pyinkado sleepers, and 12.95 miles with 40 lb. iron rails on sal sleepers.

(b) *Ballast.*—

The 5' 6" gauge section is ballasted throughout with the exception of the Faridpur branch. The 3' 3½" section is, with some few exceptions, ballasted throughout. The 2' 6" gauge section is laid without ballast.

(c) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Mahanaddy (between Barsoi and Lalmoni) 10 spans of 150 feet; Gorai (between Kaligunga and Kumarkali), 7 spans of 185 feet and 9½ spans of 46 feet; Teesta (between Kaunia and Teesta, 13 spans of 150 feet and Dharlla (between Mogalhat and Gitaldaha junction) 10 spans of 150 feet.

(d) *Fencing.*—

Eastern Bengal State railway.—The Eastern section is fenced throughout; and the total length of fencing provided on the Southern section, including the Budge Budge extension, is 52.07 miles. The Canning branch is unfenced. The whole of the Northern section is fenced, except the Kaunia-Dharlla section. The Cooch Behar-Santrabari extension (British section) is unfenced; and the Dacca section is unfenced except at stations and for 13½ miles from Narayanganj. The Behar section is fenced throughout, with the exception of the Barsoi-Kissenganj branch. The Brahmaputra-Sultanpur, Mymensingh-Jamalpur-Jagannathganj and the Cooch Behar State railways are unfenced, except at stations and through the towns of Bogra and Mymensingh.

(e) *Curves.*—Curves under a radius of 1,000 ft. occur on the Kaunia-Dharlla section only. Their radii vary from 425 to 955 ft., and the aggregate length is 6,705 ft., of which 6,580 ft., or 1.25 miles, are on the line to Kurigram and 125 ft. at mile 3 on the line to Jatrapur. On the British section of the Santrabari extension, there is a curve of 637 feet radius. On the ghat line below Gitaldaha, which is shifted from time to time, curves of 400 feet radius have sometimes to be introduced.

(f) *Gradients.*—Of a total open mileage of 1,000.73 miles on the system, 39.28 miles are on a gradient of 1 in 300, or steeper.

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History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
1 (a)	EAST INDIAN SYSTEM— (5' 6" gauge.)				
	<i>Main line—</i>				
	Howrah to Hooghly	Jany. '51	15-8-54	23'23	1,205'47
	Hooghly to Pundooah		1-9-54	14'31	
	Pundooah to Khána junction		3-2-55	36'94	
	Khána junction to Raneegunge		3-2-55	45'71	
	Raneegunge to Siársol . . . . .	...	21-7-63	1'70
	Siársol to Sítarámpur . . . . .	...	1-1-65	15'15
	Sítarámpur to Luckeeserai junction	Feby. '66	1-1-71	124'64	
	Luckeeserai to Dinapore . . . . .	...	17-11-62	82'42
	Dinapore to Moghal Sarai		22-12-62	125'92	
	Moghal Sarai to Mirzapur		1-1-64	39'28	
	Mirzapur to south bank, Jumna		4-4-64	52'64	
	Jumna bridge to Allahabad . . . . .	...	15-8-65	2'75
	Allahabad to Cawnpore		3-3-59	119'47	
	Cawnpore to Etáwah		1-7-61	86'46	
	Etáwah to Shikohabad		13-11-61	34'39	
	Shikohabad to Tundla junction . . . . .	...	1-4-62	22'92
	Tundla junction to Aligarh		1-3-63	48'56	
	Aligarh to Chola (Bulandshahr Road)		1-4-64	35'54	
	Chola to Delhi (south bank, Jumna)		1-8-64	41'27	
	Delhi terminus . . . . .	...	1-1-67	1'78
	<i>Loop line—</i>			955'08	
	Khána junction to river Adjai . . . . .	...	3-10-58	19'00
	River Adjai to Sainthia		3-9-59	25'12	
	Sainthia to Tinpahár		15-10-60	76'12	
	Tinpahár to Bhágálpur		1-11-61	69'12	
	Bhágálpur to Jamálpur . . . . .	...	10-2-62	32'62
	Jamálpur to Luckeeserai		17-11-62	28'41	
				250'39	
	Total Main and Loop lines	1,205'47
	<i>Branches on main line—</i>				
	<i>Bhadreswar branch—</i>				
	Bhadreswar junction to the river bank	6-12-82	2'60	1,205'47
	<i>Hooghly bridge branch—</i>				
	Hooghly junction to Naiháti	14-1-84	15-3-87	4'22	
	<i>Ondál loop—</i>				
	Ondál to Babasole	July '82	1-5-64	2'03	
	Babasole to Mangalpur		1-1-63	2'74	
	Mangalpur to Toposi		2-2-63	2'65	
	Toposi to Ikrah junction		15-4-94	2'42	
	Ikrah junction to Gourangdi	29-3-91	1-6-95	14'16	
	Gourangdi to Alipur		30-3-95	7'54	
				31'54	
	<i>Ikrah branch—</i>				
	Ikrah junction to the Ondál loop	July '82	15-4-94	8'92	
	<i>Therriah branch—</i>				
	Sítarámpur to Barákar	9-3-92	1-1-65	5'43	
	Barákar to Kátrágarh . . . . .	...	*20-5-94	33'80
				39'23	
	<i>Salanpur branch—</i>				
	Salanpur to Shamdi	9-3-92	7-9-94	4'29	
			1-1-97	1'24	
				5'53	
	Carried over	92'04	1,205'47

* The first 7 miles of this extension were worked for coal traffic from the 1st August 1893.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The East Indian railway system is made up of—

	Open line. Miles.	Under con- struction. Miles.	Total. Miles.
(a) East Indian railway (5' 6" gauge)	1,838·04	165·14	2,003·18
(b) Delhi-Umballa-Kalka railway (5' 6" gauge) . . .	162·24	...	162·24
(c) South Behar railway (5' 6" gauge)	78·76	...	78·76
(d) Tarkessur railway (5' 6" gauge)	22·23	...	22·23
(e) Rewah State railway (2' 6" gauge) . . . .	...	31·81	31·81
(f) Kalka-Simla railway (2' 6" gauge) . . . .	...	60·00	60·00
Total	2,101·27	256·95	2,358·22

2. East Indian railway—

(a) The East Indian railway is worked under the following contracts:—

*Contracts of—*22nd December 1879—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hugli); Mokameh (Mokameh junction to the Ganges); Digha Ghât (Bankipur junction to the right bank of the Ganges at Digha Ghât); Jherriah (Barakar to the Jherriah coal-fields); Toposi colliery (Toposi of Kharabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipur to Gya); and Azimgang (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital sum representing deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

(ii) *Terms of contract.*—The lines were purchased from the East Indian Guaranteed railway Company by the State in 1879, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of

* Company's stock at date of purchase	...	£ 26,200,000
Premium of 25 per cent.	...	6,550,000
		<u>32,750,000</u>

£1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

(iii) *Currency of contract.*—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

(iv) *Power of Company to surrender contract.*—See 2 b (iii) above.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
1 (a)	EAST INDIAN SYSTEM—continued.				
	<i>Branches on main line—concluded.</i>				
	Brought forward	...	...	92'04	1,205'47
	<i>Chanch branch—</i>				
	From mile 144½ to Chanch	{ 9-3-92 11-2-96	1-2-93 5-8-96	2'88 1'00	
				3'88	
	<i>Pandra branch—</i>				
	From mile 148½ on Jherriah branch to Pandra	4-8-99	26-11-00	3'23	
	<i>Damoodur branch—</i>				
	Dheria Joba to the Damoodur river	15-1-94	{ 30-6-95 15-7-96	8'00 1'77	
				9'77	
	<i>Kurhurbaree branch—</i>				
	Madhopur junction to Giridih	...	1-1-71	26'70	
	<i>Mokameh Ghât branch—</i>				
	Mokameh junction to Mokameh Ghât	...	1-5-83	3'70	
	<i>Patna-Gya branch—</i>				
	Bankipore junction to Bankipore	{ 13-2-78	2-6-79	0'25	
	Bankipore to Jehanabad		21-4-79	28'95	
	Jehanabad to Gya		2-6-79	29'22	
			...	58'42	
	<i>Dighaghât branch—</i>				
	Bankipore junction to Dighaghât	30-7-84	2-4-85	5'53	
	<i>Tárigghât branch—</i>				
	Dildárnagar junction to Tárigghât	11-7-78	5-10-80	12'00	
	<i>Moghal Sarai-Gya branch—</i>				
	Moghal Sarai to Gya	...	1-3-00	125'48	
	<i>Jubbulpore branch—</i>				
	Naini junction to Jubbulpore	Feby. '63	1-8-67	223'58	
	<i>Allahabad fort branch</i>	...	3-3-59	2'34	
	<i>Cawnpore city branch</i>	...	15-2-79	0'88	
	<i>Agra branch—</i>				
	Tundla junction to Agra	...	1-4-62	13'35	
	<i>Hathras city branch</i>	...	1-11-98	5'58	
	<i>Branches on loop line—</i>				
	<i>Azimganj branch—</i>				
	Nalhâti to Azimganj	...	15-7-92	27'23	
	<i>Rajmehal branch—</i>				
	Tinpahâr junction to Rajmehal	...	15-10-60	7'00	
	<i>Sakrighât branch—</i>				
	Sakrigali junction to the river Ganges	...	1-1-94	1'99	
	<i>Maharajpur branch</i>	...	30-11-98	2'48	
	<i>Sultangunge branch</i>	22-3-93	6-5-95	1'16	
	<i>Monghyr branch—</i>				
	Jamalpore to Monghyr	...	10-4-62	5'68	
	3rd line between Kalipahari and Noonua	25-4-00	17-7-01	0'55	
				6'23	
	Total Branches	...	...	...	632'57
	TOTAL OPEN MILEAGE, EAST INDIAN PROPER	...	...	...	1,838'04

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. East Indian railway—concluded.

(a) General conditions—concluded.

(v) *Terms of working.*—Surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to Provident Fund) up to a sum of 25 lakhs of rupees to be divided in proportion of four-fifths to Government and one-fifth to Company. Any excess over 25 lakhs of rupees to be divided in proportion of fourteen-fifteenths to Government and one-fifteenth to Company.

(vi) *Rates and fares.*—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary its rates.

3. Delhi-Umballa-Kalka railway—

(a) Delhi-Umballa-Kalka railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings hitherto retained by Government.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of $3\frac{1}{4}$ per cent. on its share capital.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of $3\frac{1}{4}$ per cent. per annum on their share capital. Land was also provided free of cost.

(ii) *Currency of contract.*—The contract determines by the effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangements be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency, and paying over 52 per cent. to the Company. Surplus profits in excess of $3\frac{1}{4}$ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.

(v) *Rates and fares.*—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
1 (a)	EAST INDIAN SYSTEM—continued.				
	Brought forward . . . . .	...	...	...	1,838·04
	<i>Lines under construction or sanctioned for construction—</i>				
	Sitarámpur junction to Domohani	13-7-99	*	6·99	
	Barun to Daltonganj, including colliery branch	16-5-97	30-3-02†	78·32	
	Shikohabad to Farukhabad	13-1-98	§	65·82	
	Colliery lines	9-12-01	...	14·01	
	Total lines under construction . . . . .	...	...	...	165·14
	GRAND TOTAL, EAST INDIAN PROPER . . . . .	...	...	...	2,003·18
	DOUBLE LINE—MAIN LINE AND BRANCHES.—				
	Howrah to Serampore . . . . .	...	10-3-57	11·74	
	Serampore to Chandernagore . . . . .	...	1-2-58	8·38	
	Chandernagore to Hooghly . . . . .	...	1-5-58	3·11	
	Hooghly to Magra . . . . .	...	1-10-58	5·49	
	Magra to Pundooah . . . . .	...	25-2-59	8·82	
	Pundooah to Burdwan . . . . .	...	1-10-59	28·72	
	Burdwan to Khána . . . . .	...	1-1-59	8·22	
	Khána to Durgapur . . . . .	...	1-6-70	31·35	
	Durgapur to Raneegunge . . . . .	...	2-9-70	14·36	
	Raneegunge to Sitarámpur . . . . .	...	19-12-70	16·85	
	Sitarámpur to Luckeeserai . . . . .	...	1-1-71	124·64	
	Luckeeserai to Burhee . . . . .	...	22-6-60	9·82	
	Burhee to Barh . . . . .	...	22-2-68	27·10	
	Barh to Futwah . . . . .	...	11-1-68	25·87	
	Futwah to Dinapore . . . . .	...	20-3-67	19·63	
	Dinapore to Bihta . . . . .	...	13-8-68	10·93	
	Bihta to Arrah . . . . .	...	28-3-70	13·50	
	Arrah to Buxar . . . . .	...	13-8-68	42·67	
	Buxar to Dildárnagar . . . . .	...	15-4-82	22·46	
	Dildárnagar to Zamánia . . . . .	...	20-5-82	8·59	
	Zamánia to Sakaldiha . . . . .	...	20-9-82	16·28	
	Sakaldiha to Moghal Sarai . . . . .	...	10-8-82	11·49	
	Hooghly bridge branch . . . . .	...	15-3-87	4·22	
	Sitarámpur to Barakar . . . . .	...	6-3-01	9·76	
	TOTAL DOUBLE LINE . . . . .	...	...	¶ 84·00	
1 (b)	DELHI-UMBALLA-KALKA— (5' 6" gauge.)				
	Delhi to Kalka . . . . .	...	1-3-91	162·24	
	TOTAL, DELHI-UMBALLA-KALKA . . . . .	...	...	...	162·24
1 (c)	SOUTH BEHAR (LUCKEESERAI-GYA)— (5' 6" gauge.)				
	Luckeeserai to Gya . . . . .	...	5-7-99	78·76	
	TOTAL, SOUTH BEHAR . . . . .	...	...	...	78·76
	Carried over . . . . .	...	...	...	2,244·18

* Opened on the 15th April 1902.

† Probable date of opening.

§ Commencement of work not yet authorized.

¶ Excluding 8·60 miles, between Ghaziabad and Shahdara opened on the 20th February 1902.

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. South Behar railway—

(a) The South Behar railway is worked under the following contracts :—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land also was given free of cost.

(ii) *Currency of contract.*—Government have power to determine the contract on the 31st June 1919, or at the end of any subsequent period of ten years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authorisation of the Secretary of State.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—For the first two years after the opening of any section, the cost of maintenance is to be a charge against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

(v) *Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the East Indian railway.

5. Tarkessur railway—

(a) The Tarkessur railway is worked under the following contracts :—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

(b) The general conditions of the contract are as follows :—

(i) *Government aid.*—Land was provided free of cost.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
I (a)	EAST INDIAN SYSTEM— <i>continued.</i>				
	Brought forward . . . . .	...	...	...	2,244'18
I (d)	TARKESSUR— (5' 6" gauge).				
	Seoraphuli to Tarkessur	20-2-83	1-1-85	22'23	
	TOTAL, TARKESSUR . . . . .	...	...	...	22'23
I (f)	REWAH— (2' 6" gauge).				
	Rewah to Sutna	18-5-97	*	31'81	
	TOTAL, REWAH . . . . .	...	...	...	31'81
I (e)	KALKA-SIMLA— (2' 6" gauge)				
	Kalka to Simla	29-6-98.	Oct. 1903†	60'00	
	TOTAL, KALKA-SIMLA . . . . .	...	...	...	60'00
	GRAND TOTAL, EAST INDIAN SYSTEM . . . . .	...	...	...	2,358'22

* Commencement of work not yet authorized.

† Probable date of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

5. Tarkessur railway—concluded.

(b) *General conditions*—concl'd.

(ii) *Currency of contract*.—The contract of 1883 terminates on the 7th September 1982, but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, and thereafter at intervals of ten years. In the event of such determination, Government are to pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

(iii) *Power of Company to surrender contract*.—Nil.

(iv) *Terms of working*.—The East Indian Railway Company supply the necessary rolling-stock and work the line in consideration of the following half-yearly payments :—

Working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, five per cent. of the gross earnings as hire of rolling-stock, a contribution to the East Indian railway Provident Fund in accordance with the rules of the fund, and one-fifth of the balance of the gross earnings above charges.

The remaining four-fifths of the balance are paid to the Tarkessur Railway Company.

(v) *Rates and fares*.—Certain maxima have been fixed, and the Company are authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

6. Rewah.—The actual construction of the line has not yet been sanctioned by the Rewah Durbar.

7. Kalka-Simla railway.—

(a) The Kalka-Simla railway is under construction and will be worked under the following contracts :—

Contracts of—29th June 1898.—(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working.

15th November 1901—Contract supplemental to that of 1898.

(b) The present conditions of the contracts are as follows :—

(i) *Government aid*.—Land was provided free of charge.

(ii) *Terms of contract*.—The line is being constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000.

(iii) *Currency of contract*.—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine, on giving notice, if the Company fail to comply with the obligations of the contract. In the former case, Government will pay a sum equal to twenty-five times the amount of the average yearly net earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent., or not being less than the total capital in sterling expended. In the latter case, Government will pay the fair value of the railway and works.

(iv) *Power of Company to surrender contract*.—Nil.

(v) *Terms of working*.—From the gross earnings, will be deducted all charges properly debitable to revenue as working expenses and the balance paid to the Company.

(vi) *Rates and fares*.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charge for tunnels and rack system portions, the Company can vary such rates within the maxima and minima.

8. General remarks.—The East Indian railway works over the following lengths of foreign lines :—Agra East Bank to Agra Fort (1 mile) of the Rajputana-Malwa railway; and Kidderpore Docks to Naihati (34.50 miles) of the Eastern Bengal State railways. The following portions of the East Indian railway are worked over by other lines :—at Katni (0.55 mile) by the Bengal-Nagpur railway; Agra to Tundla (12.75 miles), at Cawnpore (1.92 miles), at Manikpur (0.63 mile), and at Katni (0.42 mile) by the Indian Midland railway; and Ghaziabad to Delhi (13 miles) by the North Western and Oudh and Rohilkhand State railways. A length of this railway from Delhi to the junction with the Southern Punjab railway, 1.33 miles, is worked over by the North Western State railway.

Appendix 47.
History of railways.

History of railways constructed and in progress

Class: No.	Name and sections and railway.	Date of sanction.	Date of opening.	Mileage.	Total.
1 (a)	EAST INDIAN SYSTEM— <i>concluded.</i>				
9 (k)	GAEKWAR'S DABHOI— (See Bombay, Baroda and Central India system.)				
9 (h)	GAEKWAR'S MEHSANA— (See Bombay, Baroda and Central India system.)				
9 (f)	GODHRA-RUTLAM-NAGDA— (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction.—

(a) *Permanent-way.*—

East Indian railway.—The main line is laid with wooden and cast iron plate sleepers. The rails, varying in weight from 74 lb. to 82 lb. to the yard, are being replaced by 85 lb. steel rails. On the Ondál loop, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Jherriah branch, the rails are iron, cut, 18' 6" long, and are laid on timber sleepers. On the Giridih branch, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Patna-Gya branch, the first 29 miles are laid with 64 lb. rails. On the Moghal Sarai-Gya extension, double headed 75 lb. rails are laid with cast iron chairs and timber sleepers. On the Jubbulpore branch, the first 54 miles are laid with 82 lb. rails and the rest with 74 lb. rails on creosoted sleepers of fir and sál. The Azimganj branch is laid with 82 lb. rails on Denham Olphert's plate sleepers.

Delhi-Umballa-Kalka railway.—The permanent-way consists of double-headed steel rails, 75 lb. to the yard, laid on Denham Olphert's sleepers.

South Behar railway.—The permanent-way is of the East Indian railway standard design with double-headed rails, 75 lb. to the yard, laid half with cast iron chairs and timber sleepers and half with Denham Olphert's sleepers.

Tarkessur railway.—The permanent-way consists of 74 lb. rails and fastenings of wrought iron purchased from the East Indian railway, the sleepers used being transverse plate of cast iron of the Denham Olphert's latest pattern.

Kalka-Simla railway.—The permanent-way will be 41 lb. steel flat bottomed rails on wooden sleepers.

(b) *Ballast.*—The line is ballasted throughout with stone.

(c) *Tunnels.*—

East Indian railway.—The only important tunnel is the "Monghyr," 900 feet in length, at mile 295 $\frac{3}{4}$ on the loop line, between Bariarpur and Jamalpur.

Kalka-Simla railway.—The following are the important tunnels on this line:—Gamma 510 feet, mile 5'62; Koti, 2,225 feet in length, at mile 10; Kammarhatti I, 552 feet, mile 25; Barogh, 3,752 feet, mile 26 $\frac{1}{2}$; Solon IV, 1,000 feet, mile 30 $\frac{1}{4}$; Brewery I, 810 feet, mile 31'75; Muttia II, 760 feet, mile 34'62; Ranoo I, 530 feet, mile 42; Kandaghat I, 1,225 feet, mile 35 $\frac{1}{2}$; Taradevi I, 1,665 feet mile 53; and Simla, 1,140 feet, at mile 59 $\frac{1}{4}$. There are 67 other tunnels, varying from 15 feet to 420 feet in length, aggregating 10,605 feet.

(d) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Sone (between Bihta and Koilwar), 28 spans of 150 feet; Jumna (Allahabad) 14 spans of 200 feet, 1 span of 30 feet, and 1 span of 29 feet; Jumna (Delhi), 12 spans of 211 $\frac{1}{2}$ feet and 2 spans of 34 $\frac{1}{2}$ feet; Jubilee (between Hooghly and Naihati), 2 spans of 523 $\frac{3}{4}$ feet and 1 span of 106 $\frac{1}{2}$ feet; Tonse (between Meja Road and Karchana), 7 spans of 150 feet and 2 spans of 32 feet; Kuel (Luckeesarai), 9 spans of 150 feet; Barákar, 5 spans of 150 feet, 6 spans of 100 feet and 1 span of 200 feet; Sone (Dehri), 93 spans of 100 feet; Phulgu (between Maupur and Gya), 18 spans of 100 feet and 1 span of 30 feet; Soma (between Luckeesarai and Gya), 3 spans of 60 feet and 30 spans of 30 feet; and Sukri (between Worsleyganj and Narwadah), 16 spans of 60 feet.

(e) *Fencing.*—The line is double fenced throughout, excepting the Azimgarh branch and Barákar-Kátrágarh section of the Jherriah branch, which are unfenced, and also the Moghal Sarai-Gya Luckeesari section which is fenced near villages, round station yards and for a short distance near each level crossing only.

(f) *Curves.*—There are at present no curves of less than 1,000 feet radius.

(g) *Gradients.*—Of a total open mileage of 2,101'27 miles on the system, 334'45 miles are on a gradient of 1 in 300, or steeper.

* For coal traffic only; subsequently opened for public traffic as follows: mile 18.44 to mile 21 on
† For coal traffic only; opened for public traffic on 1st January 1881.

on the 31st December 1901 alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway (5' 6" gauge)	1,548 28	...	1,548 28
(b) Khamgaon railway (5' 6" gauge)	7 89	...	7 89
(c) Amraoti railway (5' 6" gauge)	5 72	...	5 72
(d) Indian Midland railway (5' 6" gauge)	796 25	...	796 25
(e) Bina-Goonna-Baran railway (5' 6" gauge)	145 59	...	145 59
(f) Bhopal-Ujjain railway (5' 6" gauge)	113 27	...	113 27
(g) Bhopal-Itarsi railway (5' 6" gauge)	57 39	...	57 39
(h) Gwalior Light railway (2' 6" gauge)	126 14	56 82	182 96
Total	2,800 53	56 82	2,857 35

2. Great Indian Peninsula railway—

(a) The Great Indian Peninsula railway is worked under the following contract :—

Contract of—21st December 1900—Contract for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

(b) The general conditions of the contract are as follows :—

(i) *Government aid*—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company which is at present authorised at £ 2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum or at such other rate as may be agreed upon; or will be raised by the Company by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was also provided free.(ii) *Terms of contract*.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £ 40,781,568, * payable up to the 17th August 1948, in the form of a terminable annuity of £ 1,268,516.

* Company's stock at date of purchase	£ 34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

(iii) *Currency of contract*.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the company for all debts and liabilities incurred under sanction.(iv) *Power of Company to surrender contract*—Nil.(v) *Terms of working*.—If the receipts for any year ending on the 30th day of June (after payment half-yearly to the Secretary of State of the sum of Rs. 1,00,00,000 and repayment to the Secretary of State of all interest payable on all the moneys raised after the 30th June 1900 otherwise than by the issue of share or capital stock) exceed the payments for the same period, ¼ths of the surplus are paid to the Secretary of State and ¾th to the Company. Provided that if the Company increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of ¾th as the additional capital of the Company bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.(vi) *Rates and fares*.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

3. Khamgaon and Amraoti railways—

(a) The Khamgaon and Amraoti railways are worked under the following contract :—

Contract of—6th May 1890 (between the Secretary of State and the Great Indian Peninsula Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows :—

(i) *Government aid*.—These branches were constructed from the surplus revenues of the Berars.(ii) *Currency of contract*.—Agreement to remain in force during the currency of the principal contract.(iii) *Terms of working*.—After deducting, as working expenses, a sum equal to the same percentage of gross receipts of the railway as obtains on the whole of the undertaking including branches, plus 5 per cent. for rolling-stock, the balance to be paid over to Government.(iv) *Rates and fares*.—Same rates and fares as are in force on the Great Indian Peninsula railway. In addition, certain extra tolls are leviable on the Amraoti railway.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward	...	...		986'74
	SOUTH-EAST LINE—				
	<i>Main line—</i>				
	Kalyán to Palasdhari (Karjat)	{ Kalyán to Neral Neral to Palasdhari	{ 13-5-54 10-1-55	12-5-56	30'61
	Palasdhari to Khandála (Bhore ghât)			14-5-63	13'20
	Khandála to Lonávla (Bhore ghât)			14-6-58	2'35
	Lonávla to Poona			14-6-58	39'66
	Poona to Diksál			15-12-58	64'25
	Diksál to Bársi Junction			23-10-59	50'60
	Bársi Junction to Mohol			21-1-60	28'32
	Mohol to Sholápur			6-6-60	20'51
	Sholápur to Gulbarga			1-2-70	70'29
	Gulbarga to the Kistna			1-12-70	73'76
	Kistna to Ráichur			1-5-71	15'31
	Total Main line	...	...	...	408'86
	<i>Branches—</i>				
	<i>Dhond-Manmád branch—</i>				
	Dhond to Ahmednagar			15-3-78	50'41
	Ahmednagar to Manmád			17-4-78	95'03
	<i>Khopoli branch—</i>				145'44
	Palasdhari to Khopoli	30-1-55	12-5-56	7'24	
	Total Branches	...	...	...	152'68
	TOTAL, SOUTH-EAST LINE	...	...	...	561'54
	GRAND TOTAL, GREAT INDIAN PENINSULA PROPER	...	...	...	1,548'28
	DOUBLE LINE—NORTH-EAST LINE—				
	Victoria terminus to Bori Bandar	...	1-1-82	0'19	
	Bori Bandar to Thána	...	18-4-53	20'54	
	Thána to Kalyán	...	1-5-54	12'65	
	Kalyán to Vásind	...	22-10-66	16'15	
	Vásind to Atgaon	...	20-2-67	9'65	
	Atgaon to Kására	...	25-4-67	15'94	
	Kására to Igatpuri	...	1-1-65	9'89	
	Igatpuri to Ná'ik	...	10-1-69	31'43	
	Ná'ik to Chálisgaon	...	10-1-69	87'24	
	Chálisgaon to Kajgaon	...	10-1-69	11'86	
	Kajgaon to Páchora	...	17-3-69	16'05	
	Páchora to Máheji	...	27-5-69	9'14	
	Máheji to Bhádli	...	6-3-73	27'59	
	Bhádli to Bhusával	...	6-6-73	7'84	
	Bhusával to Bhusával Junction	...	1-7-92	1'11	
	Bhusával Junction to Khandwa (Abna Junction)	...	11-1-89	75'12	
	Bágra tunnel to Towa viaduct	...	1-2-70	0'74	
	Total Double line, North-East line	...	...	353'13	
	DOUBLE LINE—SOUTH-EAST LINE—				
	Kalyán to Palasdhari	...	25-7-70	30'51	
	Palasdhari to Khandála			14-5-63	13'20
	Khandála to Lonávla			14-6-58	2'61
	Total Double line, South-East line	...	...	46'42	
	Carried over	...	...	399'55	1,548'28

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Indian Midland railway—

(a) The Indian Midland railway is worked under the following contracts:—

Contract of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890.—Contract for the acquisition of the Sindia railway.

13th June 1896.—Contract for the Saugor-Katni railway.

21st December 1900.—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Interest at 4 per cent. per annum in sterling is guaranteed on £ 3 000,000 share capital. On further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system, and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company only raising the amount required for expenditure in England. Land was also provided free.(ii) *Currency of contract—Indian Midland contract.*—The contract of 1885 may be determined by Government, by giving 12 months' previous notice, on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract, the Company is to hand over to Government the railway and all its belongings of every description and Government is to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900. But the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits (as stated below) remains in full force till the termination of either the contract of 1885 or that of 1900.*Sindia and Saugor-Katni railways' contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—The surplus profits for any calendar year, after providing for payment to the Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, to be divided in proportion of three-fourths to Government and one-fourth to the Company.

NOTE.—The question of revised adjustment of working charges of the Native State lines, hitherto worked by the Indian Midland Railway Company, is under settlement with the Native States concerned.

(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.(vi) *General remarks.*—The Indian Midland and Great Indian Peninsula railways were amalgamated and worked as one undertaking on behalf of the State from the 1st July 1900.

5. Bina-Goonna-Baran and Bhopal-Ujjain railways—

(a) The Bina-Goonna-Baran and Bhopal-Ujjain railways are worked under the following agreements:—

Agreement of—15th July 1896

4th August 1896

4th August 1896

12th May 1899

(Between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working.

(b) The general conditions of the agreements are as follows:—

(i) *Government aid.*—The line from Goona to Bárán is owned jointly by the Durbars of the Gwalior, Tonk and Kotah States; and that from Bhopal to Ujjain by the Bhopal and Gwalior States.(ii) *Currency of agreement.*—The Agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Appendix 47. History of railways.

History of railways constructed and in progress

APPEN

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward	...	...	399'55	1,548'28
	DOUBLE LINE—NÁGPUR BRANCH—				
	Bhusával Junction to Nádgaon	...	...	17'72	
	Nádgaon to Shegaon	...	11-1-89	44'65	
	Total Double line, Nágpur branch	...	1-4-90	62'37	
	GRAND TOTAL, DOUBLE LINE	...	...	461'92	
8 (b)	KHÁMGAON. (5' 6" gauge).				
	Jalamb to Khámgaon	...	...	7'89	
	TOTAL, KHÁMGAON	7-6-69	4-3-70	7'89	7'89
8 (c)	AMRÁOTI— (5' 6" gauge).				
	Badnera to Amráoti	...	...	5'72	
	TOTAL, AMRÁOTI	11-6-70	16-2-71	5'72	5'72
8 (d)	INDIAN MIDLAND SECTION. (5' 6" gauge).				
	Main line—				
	Bhopal to Jhānsi	...	...	180'49	
	Jhānsi to Gwalior	...	...	60'39	
	Gwalior to Hatampur	...	...	32'40	
	Hatampur to Dholpur	...	...	8'55	
	Dholpur to Agra Cantonment	...	...	33'69	
	Total, Main line	11-6-86	1-1-89	315'52	
	Branches—				
	Mánikpur branch—				
	Jhānsi to Mau Ranipur	24-8-77	1-3-89	39'96	
	Mau Ranipur to Bānda	15-2-76	20-12-79	78'96	
	Bānda to Mánikpur	...	15-5-81	61'45	
	Cawnpore branch—				
	Jhānsi to Chaunrah	23-8-83	5-6-89	180'37	
	Chaunrah to Cawnpore	...	1-8-89	95'00	
	Bina to point of junction with Bina-Goonā-Baran railway	...	15-2-89	40'22	
	Bhopal to point of junction with Bhopal-Ujjain railway.	...	...	135'22	
	Bina-Sāugor-Katni branch—				
	Bina to Sāugor	...	1-5-95	2'06	
	Sāugor to Damoh	...	11-11-95	0'21	
	Damoh to Katni	...	...	...
	From centre of Katni-Murwara station to junction with	Aug. '87	...	...
	Bāngal-Nāgpur railway	Dec. '95	...	...
	Connecting link with East Indian railway at Katni.	Jan. '86	...	...
	Murwar a from points in Indian Midland railway main	...	...	...
	line to junction with East Indian railway	...	...	...
	Total Branches	...	...	480'73	
	TOTAL, INDIAN MIDLAND PROPER	...	...	796'25	
	Carried over	...	...	2,358'14	

* Sanctioned in sections as follows: Bhopal to Bhilsa, 2nd March 1886; Bhilsa to Basoda, 24th June 1886;

on the 31st December 1901, alphabetically arranged.

REMARKS.

5. Bina-Goonna-Baran and Bhopal-Ujjain railways—concl'd.

(b) General conditions—concluded.

(iii) *Terms of working.*—*Bina-Goonna and Bhopal-Ujjain.*—The Company retain 50 per cent. of the gross receipts of the railway of each half-year; and receive rent for works, &c., in sole and joint use at Bina and Ujjain Junction respectively; and rent for the telegraph lines and instruments when not the property of the railway.

Goonna-Baran.—The Company retain out of the gross receipts a sum bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year, not exceeding 50 per cent. of the entire gross receipts of the railway for that half-year.

(v) *Rates and fares.*—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

6. Bhopal-Itarsi railway—

(a) The Bhopal-Itarsi railway is worked under the following contract :—

Contract of—20th April 1894 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working.

30th June 1897 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The British Government has paid for the portion, 13·11 miles, in their own territory, and a moiety of the cost of the bridge over the Nerbudda or in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions.

(ii) *Currency of contract.*—The provisions in the contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend and are applicable to the Bhopal-Itarsi railway.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The Company receive a sum bearing the same percentage to the gross receipts of the Bhopal Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system *plus* 5 per cent. per annum of the gross receipts of the Bhopal-Itarsi railway for use of rolling-stock. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

(v) *Rates and fares.*—The same rates and fares as are in force on the Great Indian Peninsula railway.

7. Gwalior Light railway—

(a) The Gwalior Light railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Sindia of Gwalior and the Indian Midland Railway Company) for working.

(b) The general conditions of the agreement are as follows :—

(i) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar.

(ii) *Currency of contract.*—Either party may determine the agreement by giving three months, notice.

(iii) *Terms of working.*—The gross receipts are to be collected and treated as receipts of the Indian Midland Railway Company and from them will be deducted :—

5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal *plus* 15 per cent. to cover supervision and general charges other than those rendered in the accounts.

(v) *Rates and fares.*—Rates and fares as are in force on the Great Indian Peninsula railway.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM—contd.				
	Brought forward . . . . .	...	...	...	2,358'14
8 (e)	BÍNA-GOONA-BARAN. (5' 6" gauge).				
	From the joint boundary of the Indian Midland and Bína-Goona Baran railways, a point 2'00 miles from the centre of Bína station to Goona.	2-3-92	23-9-95	71'71	
	From centre of Goona station (mile 216—3,402 feet) to centre of Bárán station (mile 290—697 feet).	28-1-97	15-5-99	73'88	
	TOTAL, BINA-GOONA-BARAN . . . . .	..	...	...	145'59
8 (f)	BHOPAL-UJJAIN. (5' 6" gauge).				
	Bhopal to Ujjain	10-11-92	11-11-95	113'27	
	TOTAL, BHOPAL-UJJAIN . . . . .	...	...	...	113'27
8 (g)	BHOPAL-ÍTARSI. (5' 6" gauge).				
	<i>Main line—</i>				
	Itársi to Hoshangabad	31-7-80	1-6-82	10'89	
	Hoshangabad to Bhopal		18-11-84	46'22	
	Total, Main line . . . . .	...	...	...	57'11
	<i>Branch—</i>				
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal .	July '94	11-11-95	0'28	
	Total Branch . . . . .	...	...	...	0'28
	TOTAL, BHOPAL-ÍTARSI . . . . .	...	...	...	57'39
	Carried over . . . . .	...	...	...	2,674'39

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. General Remarks.—

The following length of the Great Indian Peninsula railway is worked over by foreign lines:—4'39 miles from Dadar Junction to Carnac bridge by the Bombay, Baroda and Central India railway.

The Great Indian Peninsula railway has running powers over 7'25 miles of the Bombay, Baroda and Central India railway from Dadar Junction to Colaba.

The Indian Midland railway has running powers over the following lengths of foreign lines:—2'89 miles at Agra belonging to the Rajputana-Malwa railway; 12'75 miles from Agra to Tundla belonging to the East Indian railway; 1'92 miles at Cawnpore belonging to the East Indian railway; 0'63 mile at Manickpur belonging to the East Indian railway; 0'42 mile at Katni belonging to the East Indian railway; 1'98 miles at Katni, belonging to the Bengal-Nággpur railway; 0'24 mile at Ujjain, belonging to the Bombay, Baroda and Central India railway; 0'13 mile at Itársi belonging to the Great Indian Peninsula railway; and 1'00 mile at Cawnpore belonging to the Oudh and Rohilkhand railway.

9. Details of construction—

(a) Permanent-way—

Great Indian Peninsula railway.—The rails originally laid were iron, weighing 68 lb. and 84 lb. to the yard. These have now been replaced by steel rails weighing 69 lb., 82 lb. and 86 lb. to the yard. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron pots; there were 1,672 62 miles of bowl sleepers and 65'52 miles of wooden sleepers on the 31st December 1901. The whole of the South East line, excepting the Ghát section, is laid with iron pots. On the Dhond-Manmád line, the rails are chiefly double headed steel, 69 lb. to the yard, laid on iron pot sleepers. On the Wardha Coal railway, there are 26'88 miles of 69 lb. double headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half round teak.

Khamgaon railway.—The line was originally laid with 57 lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.

Amráoti railway.—The permanent-way is of iron, the rails weighing 68 lb. to the yard; the sleepers are pot.

Indian Midland railway.—The main line is laid with flat-footed steel rails 80 lb. to the yard, and oval pot sleepers, weighing 92 lb each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75 lb. to the yard, double-headed, laid on Denham-Olphert's sleepers with 20 feet width formation. The late Sindia State railway was originally laid with iron rails 60 lb. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1901, 74'53 miles of track have also been relaid with Indian Midland railway steel rails 80 lb. to the yard.

Bina-Gooná-Bárán railway.—On the Bina-Gooná section, the permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. On the Gooná-Bárán section, the permanent-way consists of 75 lb. flat-footed steel rails with 4 holed fish-plates laid on deodar sleepers. Some 15 miles of Indian State railway pattern steel trough sleepers surplus from the Bhopal-Ujjain and Bina-Gooná railways have been utilized on the Gwalior section.

Bhopal-Ujjain railway.—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse steel sleepers.

Bhopal-Itársi railway.—The line was originally laid with 62 lb. steel rails. Up to the end of December 1901, 29'34 miles of track have been relaid with Indian Midland railway 80 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The wooden sleepers have been renewed from time to time with Indian Midland railway pot sleepers. A similar operation has now been taken in hand with the steel trough sleepers in the road, of which two miles have been renewed with Indian Midland railway pot.

Gwalior Light railway.—The permanent-way consists of 30 lb. steel rails laid on sál and steel trough sleepers, Indian State railway pattern.

(b) *Ballast.*—The line is fully ballasted throughout.

(c) *Tunnels.*—The following are the tunnels of 500 feet length and over—Bhore Ghat No. 7, 858 feet; No. 8, 873 feet; No. 9, 846 feet; and No. 13 (between Palasdhari and Thakurvadi) 1,311 feet; No. 16, 594 feet; No. 22, 846 feet; and No. 23 (between Thakurvadi and Bhore Ghát Reversing) 768 feet; No. 24 (between Bhore Ghát Reversing and Khandala) 1,023 feet; Thull Ghát No. 2 (between Kasara and Thull Ghát Reversing) 1,422 feet; No. 4, 573 feet; No. 7, 1,449 feet; No. 8, 1,158 feet; and No. 11 (between Thull Ghát Reversing and Igatpuri) 765 feet; and Bagra, (between Gurra and Bagra) 891 feet. There are 27 other tunnels varying in length from 132 feet to 500 feet, aggregating 7,834 feet.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
8 (a)	GREAT INDIAN PENINSULA SYSTEM— <i>concl'd.</i>				
	Brought forward . . .	...	...	...	2,674'39
8 (b)	GWALIOR LIGHT. (2' 6" gauge).				
	Gwalior to Sipri . . . . .	...	2-12-99	73'81	
	Gwalior to Bhind . . . . .	...	2-12-99	52'33	
	Total open mileage . . .	...	...	...	126'14
	<i>Line under construction or sanctioned for construction—</i>				
	Gwalior to Subargarh	4-10-01	...	56'82	
	Total line under construction . . .	...	...	...	56'82
	TOTAL, GWALIOR LIGHT . . .	...	...	...	182'96
	GRAND TOTAL, GREAT INDIAN PENINSULA SYSTEM . . .	...	...	...	2,857'35
21 (c)	GUNTAKAL-MYSORE FRONTIER— (See Southern Mahratta system.)				
8 (b)	GWALIOR LIGHT— (See Great Indian Peninsula system.)				
6 (b)	HARDWAR-DEHRA— (See Oudh and Rohilkhand system.)				
21 (d)	HINDUPUR (YESVANTPUR-MYSORE FRONTIER). (See Southern Mahratta system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction—concl'd.

(d) *Bridges.*—The important bridges of 1,000 feet length and over are as follows:—Bhima (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shahabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chicksugur) 36 spans of 100 feet; Tāpti (between Bhusaval and Daskhedā) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 202 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet, and 6 arches of 40 feet; Bhima (between Dhond junction and Pimpri) 28 spans of 40 feet; Godāvāri (between Puntamba and Samvatsar) 21 spans of 50 feet; Ken (between Khairāda and Banda) 12 spans of 100 feet, and 1 span of 250 feet; Betwa, (between Oorcha and Barwa Sagar) 13 spans of 150 feet, and 1 span of 60 feet; Dhassan (between Rora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaunrah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatira) 11 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagir and Dabra) 9 spans of 100 feet, and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 186 feet, and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali), 16 spans of 100 feet; Parboti (between Dharmaoda and Bhuba), 11 spans of 100 feet; and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet, and 1 span of 60 feet.

(e) *Fencing.*—

Great Indian Peninsula railway.—The line, with the exception of the Mohpani, Chalisgaon-Dhulia and Jalgaon-Amalner branches is well fenced throughout.

Khámgaon railway.—About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.

Amráoti railway.—The line is fenced only at the Badnera and Amráoti ends.

Indian Midland railway.—The line is fenced throughout, except between Banda and Jhānsi on the Jhānsi-Manickpur section. On the Saugor-Katni branch, fencing has been erected through Saugor Cantonments and at Damoh and Katni-Murwara stations only.

Bina-Goonā-Bārān railway.—The line is fenced [throughout from Bina to Goona, but the Goona-Bārān section is unfenced except at stations.

Bhopal-Ujjain railway.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Bhopal-Itārsi railway.—The line is wholly fenced.

Gwalior Light railway.—The line is fenced between Gwalior and Morar only.

(f) *Curves.*—On the 5' 6" gauge section the sharpest curve has a radius of 990 feet; it is 0·34 mile long and is situated between mile 75 and 76 from Bombay.

Gwalior Light railway.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

(g) *Gradients.*—Of a total open mileage on the system of 2,800·53 miles, 28·42 miles are on a gradient of 1 in 80 or steeper on the 5' 6" gauge, and 1·17 miles on 1 in 40 on the 2' 6" gauge Gwalior Light railway.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
31 (a)	HOWRAH-AMTA LIGHT— (2' 0" gauge.)				
	<i>Main line—</i>				
	Telkul ghât (Howrah) to Dumjur	27-3-95	1-7-97	9'20	
	Dumjur to Bárgachia		2-10-97	5'87	
	Bárgachia to Maju		4-5-98	5'50	
	Maju to Amta		1-6-98	6'62	
	Total Main line . . . . .	...	...	...	27'19
	<i>Branch—</i>				
	Bárgachia to Jagatbalabpur	27-3-95	2-10-97	1'50	1'50
	Total Branch . . . . .	...	...	...
	TOTAL, HOWRAH-AMTA . . . . .	...	...	...	28'69

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Howrah-Amta Light railway—

- (a) The Howrah-Amta Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, under the following agreement :—

Agreement of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows :—

- (i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of the district road, not exceeding 16 feet and on one side only, has been granted to the company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.
- (ii) *Currency of agreement.*—The District Board has the power of determining the agreement after 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway to be calculated by adding to the value of the whole railway from Howrah to Amta with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.
- (iii) *Terms of working.*—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, such surplus profits are divided between the Company and the District Board in equal proportions.
- (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.
- (v) *General remarks.*—The line generally runs through the town of Howrah and along the district road after leaving Howrah. Diversions have been made to avoid sharp curves in the road. On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. Details of construction—

- (a) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25 lb. to the yard, laid on cross-sleepers of pyinkado.
- (b) *Ballast.*—The line is ballasted throughout.
- (c) *Fencing.*—The line is unfenced.
- (d) *Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, is of 144 feet radius.
- (e) *Gradients.*—Of a total mileage of 28.69 miles, 1.1 miles are on a gradient of 1 in 100, or steeper.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
32 (a)	HOWRAH-SHEAKHALA LIGHT— (2' 0" gauge.)				
	<i>Main line—</i>				
	Kadamtolla to Chanditala	27-3-95	2-8-97	8'88	
	Chanditala to Kistrampur		10-9-97	3'75	
	Kistrampur to Sheakhala		7-11-97	4'75	
	Total Main line . . . . .	...	...	...	17'38
	<i>Branch—</i>				
	Chanditala to Janai	27-3-95	5-5-98	2'37	
	Total Branch . . . . .	...	...	...	2'37
	TOTAL, HOWRAH-SHEAKHALA . . . . .	...	...	...	19'75
10 (c)	HYDERABAD-GÓDÁVARI VALLEY— (See Nizam's Guaranteed State system.)				
8 (d)	INDIAN MIDLAND— (See Great Indian Peninsula system.)				
9 (m)	JAIPUR (Siwai-Madhopur.) (See Bombay, Baroda and Central India system.)				
7 (d)	JAMMU AND KASHMIR (Native state section)— (See North Western system.)				
20 (b)	JAMNAGAR— (See Bhavnagar-Gongal-Junagad-Porbandar system.)				
20 (c)	JETALSAR-RÁJKOT— (See Bhávnagar-Gondal-Junágad-Porbandar system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Howrah-Sheakhala Light railway—

- (a) The Howrah-Sheakhala Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1885, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

- (b) The general conditions are as follows :—

- (i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. Land was also provided free of charge.
- (ii) *Currency of agreement.*—The agreement is current for a period of 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway to be calculated by adding to the value of the whole tramway from Howrah to Sheakhalla with all its equipment as then constituted a bonus of 15 per cent. over and above such value.
- (iii) *Terms of working.*—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, such surplus profits are divided between the Company and the District Board in the proportion of two-thirds to the Company and one-third to the District Board.
- (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.
- (v) *General remarks.*—On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. General remarks.—The Howrah-Sheakhala railway works over 2'00 miles of the Howrah-Amta railway from Howrah to Kadamtolla.

3. Details of construction—

- (a) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado.
- (b) *Ballast.*—The line is ballasted throughout.
- (c) *Fencing.*—The line is unfenced.
- (d) *Curves.*—The sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius.
- (e) *Gradients.*—Of a total mileage of 19'75 miles, 0'20 mile is on a gradient of 1 in 100, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
	JODHPUR-BIKANER SYSTEM— (3' 3½" gauge.)			Miles.	Mile s.
18(a)	<i>Jodhpur section—</i>				
	Marwar railway Junction to Marwar Pali	1883	24-6-82	19'00	
	Marwar Pali to Luni Junction	1884	17-6-84	25'00	
	Luni Junction to Jodhpur	1890	9-3-85	20'00	
	Jodhpur to Merta Road	1890	8-4-91	64'00	
	Merta Road to Kucháman Road	July 1891	13-3-99	73'00	
	Luni Junction to Pachbadra	31-12-85	22-3-87	60'00	
	Balotra to Barmer	Aug. 1897	15-5-95	60'00	
	Barmer to the Jodhpur Frontier	1890	22-12-00	74'44	
	Merta Road to Nágour	1890	16-10-91	35'00	
	Nagour to Bhagu	1890	9-12-91	24'50	
	TOTAL, JODHPUR SECTION	...	...	...	454'94
18(b)	<i>Bikaner section—</i>				
	Bhagu to Bikaner	1890	9-12-91	43'50	
	Bikaner to Dulmera	Dec. 1895	2-6-98	42'00	
	Dulmera to Lankaransar	27-1-98	1-1-01	8'32	
	Lankaransar to Suratgarh	9-2-99	1-1-01	63'53	
	TOTAL, BIKANER SECTION	...	...	...	157'35
	TOTAL OPEN MILEAGE, JODHPUR-BIKANER	...	...	...	612'29
	<i>Lines under construction or sanctioned for construction—</i>				
	<i>Bikaner section—</i>				
	Suratgarh to Bhátinda	15-7-99	Uncertain	...	88'00
	TOTAL, JODHPUR-BIKANER PROPER	...	...	...	700'29
18 (c)	JODHPUR-HYDERABAD (BRITISH SECTION)—				
	Hyderabad to Shadipalli	5-3-91	*18-8-92	55'49	
	Shadipalli to the Jodhpur Frontier	Aug. 1897	22-12-00	68'49	
	TOTAL JODHPUR-HYDERABAD (BRITISH SECTION)	...	...	...	123'98
	GRAND TOTAL, JODHPUR-BIKANER SYSTEM	...	...	...	824'27
18 (c)	JODHPUR HYDERABAD— (See Jodhpur-Bikaner system.)				

* Date of opening of standard gauge line; converted and opened on the 3' 3½" gauge on the 20th October 1901.

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Jodhpur-Bikaner railway system is made up of—

	Open line, Miles.	Under construction, Miles.	Total Miles.
(a) Jodhpur section (3' 3 $\frac{3}{8}$ " gauge)	454'94	...	454'94
(b) Bikaner section (3' 3 $\frac{3}{8}$ " gauge)	157'35	88'00	245'35
(c) Jodhpur-Hyderabad railway (British section) (3' 3 $\frac{3}{8}$ " gauge)	123'98	...	123'98
Total	736'27	88'00	824'27

2. Jodhpore-Bikanir railway.—

(a) The Jodhpur-Bikaner railway is worked under the following contracts:—

Contracts of— 13th July 1889 } (between the Government of India and the Jodhpur and Bikaner
30th July 1889 } Durbars) for constructing and working the line.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—The line is the exclusive property of the two Durbars.(ii) *Currency of contract.*—These contracts may be modified at any time by mutual consent.(iii) *Terms of working.*—Each Durbar to receive all the profits of its respective portions.(iv) *Rates and fares.*—No provision was made for rates and fares in the contracts but certain rates and fares were approved by executive order.

3. The Jodhpur-Hyderabad railway (British section)—

(a) The Jodhpur-Hyderabad railway (British section) is worked under the following agreement—

Agreement of— 22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway on the 3' 3 $\frac{3}{8}$ " gauge, from Balotra to Hyderabad, and for working the section from the Jodhpur Frontier to Hyderabad.

(b) The general conditions of the agreement are as follows:—

(i) *Currency of agreement.*—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.(ii) *Terms of working.*—Working expenses, excluding maintenance, are divided between the British and Native state sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.(iii) *Rates and fares.*—Maximum and minimum rates and fares and classification in force on the North Western railway from time to time to be in force on the British section.

Note.—Government of India, No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native state section, being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

4. Details of construction—

(a) *Permanent-way*—

Jodhpur-Bikaner.—Between Kuchaman Road and Jodhpur and between Merta Road and Suratgarh, the permanent-way consists of 36 lb. flat-footed steel rails, laid on steel trough and deodar sleepers. From Jodhpur to Marwar Pali the line was originally laid with old 36 lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers while the former are now mostly replaced by 41 $\frac{1}{4}$ lb. and 50 lb. steel rails. Beyond Marwar Pali second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed on steel sleepers while the old rails have been mostly replaced by others of 41 $\frac{1}{4}$ lb. section. The line between Balotra and Barmer is laid on 50 lb. steel rails and steel sleepers. The permanent-way between Luni Junction and Balotra has been relaid with similar rails and pine sleepers.

Jodhpur-Hyderabad (British section).—The Hyderabad-Shadipalli section is laid with 60 lb. iron rails and wooden sleepers, and of the Shadipalli-Jodhpur Frontier section, about 14 miles are laid with 40 lb. rails and Denham Olpherts sleepers and the remainder with 50 lb. rails and deodar sleepers.

(b) *Ballast.*—

Jodhpur-Bikaner.—On the greater portion of the line, ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchaman Road section it is chiefly broken stone, marble and kunkur.

Jodhpur-Hyderabad (British section).—The ballast is of stone and broken brick.

(c) *Fencing.*—With the exception of a few stations, the line is practically unfenced.(d) *Curves.*—There are no curves under a radius of 1,000 feet.(e) *Gradients.*—Of a total open mileage of 736'27 miles of the system, 84'43 miles are on a gradient of 1 in 150 or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
33 (a)	JORHAT STATE LIGHT— (2' 0" gauge.)				
	<i>Main line—</i>				
	Gosáigáon to Jorhát	13-9-83	15-12-84	7'00	
	Jorhát to Dhali river		15-12-84	9'50	
	Dhali river to Titábar		16-7-87	1'75	
	Extension line from Gosaigaon to Borghop (cold weather)		22-10-01	5'00	
	Total Main line . . . . .	...	...	...	23'25
	<i>Mariani branch—</i>				
	Chenimara Junction to Mariani.	13-9-83	7-1-85	7'00	
	Total Branch . . . . .	...	...	...	7'00
	TOTAL, JORHAT . . . . .	...	...	...	30'25
4 (d)	JUBBULPORE-GONDIA EXTENSION— (See Bengal-Nágpur system.)				
1 (e)	KALKA-SIMLA— (See East Indian system.)				
23 (c)	KARAIKKAL-PERALAM— (See South Indian system.)				
8 (b)	KHAMGAON— (See Great Indian Peninsula system.)				
7 (h)	KHUSALGARH-KOHAT-THAL— (See North Western system.)				
(c)	KOLAR GOLD-FIELDS— (See Madras system.)				
(f)	KOLHAPUR— (See Southern Mahratta system.)				
(b)	LEDO AND TIKAK-MARGHERITA COLLIERY— (See Dibru-Sadiya system.)				
(b)	LUCKNOW-BAREILLY— (See Rohilkund and Kumaon system.)				
(e)	LUDHIANA-DHURI-JAKHAL— (See North Western system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Jorhat State Light railway.—

- (a) The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhát and is owned and worked by the State.

2. Details of construction—

- (a) *Permanent-way*.—Excepting the alternative cold weather section, the line is laid with steel rails, 18 lb. to the yard, Vignole's pattern, on uriam sleepers. The alternative cold weather section from Gosáigáon to the steamer ghát is laid with steel rails, 30 lb. to the yard, Fowler's patent.
- (b) *Ballast*.—The line is unballasted.
- (c) *Fencing*.—The railway land acquired for stations and buildings at Jorhat only is demarcated by barbed wire fencing.
- (d) *Curves*.—The sharpest curve has a radius of 480 feet and is 468 feet in length.
- (e) *Gradients*.—Of a total mileage of 30·25 miles, 4 miles are on a gradient of 1 in 500, or steeper.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
II (a)	MADRAS SYSTEM— (5' 6" gauge.)				
	SOUTH-WEST LINE—				
	<i>Main line—</i>				
	Madras to Veyasarpady	April 1868	7-4-73	2'16	
	Veyasarpady to Arcot	Veyasarpady	1-7-56	63'22	
	Arcot to Katpadi	to Arkonam,	7-5-57	14'96	
	Katpadi to Gudiyattam	between	19-5-58	15'36	
	Gudiyattam to Ambur	July 1853	16-1-60	17'01	
	Ambur to Vaniyambadi	and Febru-	1-2-60	9'98	
	Vaniyambadi to Tiruppattur	ary 1854 ;	23-5-60	14'19	
	Tiruppattur to Salem	Arkonam to	1-2-61	69'98	
	Salem to Sankaridrug	Kadalundi,	1-12-61	23'68	
	Sankaridrug to Podanur	between	12-5-62	71'18	
	Podanur to Pattambi	February	14-4-62	64'96	
	Pattambi to Kuttippurum	February	23-9-61	11'50	
	Kuttippurum to Tirur	1854 and	1-5-61	9'39	
	Tirur to Kadalundi	May 1857.	12-3-61	16'31	
	Kadalundi to Calicut	August '84	2-1-88	9'26	
	Calicut to Badagara	6-5-97	1-10-01	28'75	
	Total Main line . . . . .	...	...		441'89
	<i>Branches—</i>				
	<i>Rayapuram branch—</i>				
	Veyasarpady to Rayapuram	9-6-53	1-7-56	2'16	
	Rayapuram to Beach	16-12-99	22-1-00	1'03	
	Walajah Road (Arcot) to Ranipet	9-12-97	17-4-99	4'17	
				7'36	
	<i>Bangalore branch—</i>				
	Jalarpet Junction to Bangalore Cantonment	1862	1-8-64	84'37	
	Bangalore Cantonment to Bangalore City	March 1881	1-7-82	3'05	
				87'42	
	<i>Nilgiri branch—</i>				
	Podanur Junction to Coimbatore	17-8-70 {	1-2-73	3'78	
	Coimbatore to Mettupalaiyam		31-8-73	21'97	
				25'75	
	<i>Palghat branch—</i>				
	Olavakkot to Palghat	4-1-87	2-1-88	2'47	
	Total Branches . . . . .	...	...	...	123'00
	TOTAL, SOUTH-WEST LINE . . . . .	...	...	...	564'89
	NORTH-WEST LINE—				
	<i>Main line—</i>				
	Arkonam to Nagari	23-6-59	4-3-61	17'27	
	Nagari to Puttur	23-6-59	8-12-61	9'59	
	Puttur to Renigunta	& 3-1-69	15-9-62	14'46	
	Renigunta to Reddipalle	31-1-61	1-10-64	38'02	
	Reddipalle to Cuddapah	& 26-5-63		39'59	
	Cuddapah to Muddanuru	26-5-63	1-9-65	34'31	
	Muddanuru to Tadpatri	& 18-11-63		32'07	
	Tadpatri to Gooty	20-7-63	1-8-66	29'72	
	Gooty to the Tungabhadra river	& 22-7-65		17'92	
	Tungabhadra to Raichur	8-5-65	1-9-68	75'33	
		& 22-7-63		17'92	
		8-5-65	1-8-69	17'92	
		24-5-65		17'92	
		& 25-5-66	12-12-70	17'92	
		22-6-66		17'92	
		& 23-8-69	15-3-71	17'92	
		22-9-69		17'92	
	TOTAL, NORTH WEST LINE . . . . .	...	...	...	308'28
	TOTAL, OPEN MILEAGE, MADRAS PROPER . . . . .	...	...	...	873'17
	Carried over . . . . .	...	...	...	873'17

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Madras railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) Madras railway (5' 6" gauge)	873'17	31'09	904'26
(b) East Coast State railway (North-East line) (5' 6" gauge)	497'22	...	497'22
(c) Kolar Gold-fields railway (5' 6" gauge)	9'88	...	9'88
(d) Nilgiri railway (3' 3½" gauge)	16'90	...	16'90
(e) <i>Shoranur-Cochin railway (3' 3½" gauge)</i> . . . . .	...	64'83	64'83
Total	<u>1'397'17</u>	<u>95'92</u>	<u>1,493'09</u>

2. Madras railway—

(a) The Madras railway is worked under the following contracts :—

Contracts of—22nd December 1852 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walalajh Road Arcot) (Ranipet branch).

(b) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.

(ii) *Currency of contracts.*—In ninety-nine years from 1st April 1857, the line reverts to Government who would then pay only for the rolling-stock at its fair value, provided the Company had not previously given notice terminating the contract. Government may determine the contract by purchase within six months after the expiration of 25 or 50 years of the term, at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe their obligations, Government repaying the capital expended.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

(iii) *Power of Company to surrender contract.*—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working.*—As to the lines covered by the contract of 2nd January 1871, surplus profits after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s. 10d per rupee are divided equally between Government and the Company. As to the Calicut-Azhikal railway, working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any such excess in one half-year is a first charge against any deficiency in the two preceeding half-years. Subject to the provisions in the contract of 18th January 1901, the covenants and provisions of the several principal Indentures apply to the Calicut-Azhikal railway.

(v) *Rates and fares.*—*Madras railway system (except North-east line).*—Under the contract, Government fixed a maxima which cannot be altered by Government, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company by an executive order to vary these rates within the prescribed maxima without reference to Government.

(vi) *General remarks.*—The Madras railway runs from Madras to Arkonam, where it divides into two branches, one proceeding in a north-westerly direction to Raichur, the other in a south-westerly direction to Calicut. The latter has branches to Bangalore, Mettupalaiyam and Palghat.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
11 (a)	MADRAS SYSTEM— <i>contd.</i>				
	Brought forward . . . . .	...	...	...	873'17
	DOUBLE LINE, SOUTH-WEST LINE—				
	Washermenpet to Veyasarpady	21-3-01	14-9-01	1'02	
	Madras to Veyasarpady Junction	Probably	7-4-73	2'16	
	Veyasarpady Junction to Perambur	71-72	7-2-74	1'30	
	Perambur to Avadi	Probably	1-5-77	9'54	
	Avadi to Tiruvallur	75-76	20-7-77	12'89	
	Tiruvallur to Arkonam		28-8-77	16'52	
	TOTAL DOUBLE LINE, SOUTH-WEST LINE . . . . .	...	...	43'43	
11 (b)	NORTH-EAST LINE (EAST COAST STATE RAILWAY)—				
	Main line—				
	Washermenpet to Ennūr	August '94	22-2-96	8'25	
	Ennūr to Gudur	July '95	23-2-99	75'25	
	Gudur to Nellore		*1-11-88	23'75	
	Nellore to Kistna Canal Junction		20-12-98	155'00	
	Kistna Canal Junction to Bezwada (5' 6" gauge)	July '90	15-7-97	3'06	
	Tadēpalli to Bezwada		1-1-94	2'97	
	Bezwada to Kovvur		20-2-93	88'25	
	Kovvur to Rajahmundry		6-8-00	4'09	
	Rajahmundry to the Junction point near Waltair		15-7-93	119'81	
	Junction point near Waltair station to Waltair		15-7-93	4'25	
	Total Main line . . . . .	...	...	...	485'28
	Branches—				
	Samalkot Junction to Cocanada port branch	July '90	15-7-93	9'75	
	Waltair to end of branch near Vizagapatam station		15-7-93	2'19	
	Total Branch . . . . .	...	...	...	11'94
	TOTAL, NORTH-EAST LINE (EAST COAST STATE RAILWAY). . . . .	...	...	...	494'25
11 (c)	KOLAR GOLD-FIELDS— (5' 6" gauge.)				
	Bowringpet to Marikuppam	July '92	1-6-94	9'88	
	TOTAL, KOLAR GOLD-FIELDS . . . . .	...	...	...	9'88
11 (d)	NILGIRI— (3' 3½" gauge.)				
	Mettupalaiyam to Coonoor	{ Probably } in 1892	15-6-99	16'90	
	TOTAL, NILGIRI . . . . .	...	...	...	16'90
	Lines under construction or sanctioned for construction.				
	SOUTH-WEST LINE—				
	Badagara to Azhikal	6-5-97	† July 1902	31'09	
11 (e)	SHORANUR-COCHIN— (3' 3½" gauge.)				
	Shoranur to Ernakolum	28-4-99	† June '02	64'83	
	Total, Lines under construction . . . . .	...	...	...	95'92
	GRAND TOTAL, MADRAS SYSTEM . . . . .	...	...	...	1,490'12

* Date of opening of original 3' 3½" gauge; converted to and opened on the standard gauge on 1st November 1899.

† Probable dates of opening.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Madras railway—concluded.

(vi) *General remarks*—concluded.

The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpady Junction and the Central station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company. The portion from Gudur to Nellore, which was originally laid on the 3' 3 $\frac{3}{8}$ " gauge was converted to 5' 6" gauge on the opening of the East Coast railway. The working of the East Coast State railway (North-east line) was taken over by the Madras Railway Company from the 1st January 1901.

3. North-east line (East Coast State).—The contract for working the line is under consideration.

4. The Kolar Gold-fields railway—

(a) The Kolar Gold-fields railway is worked under the following agreement :—

Agreement of—30th November 1899 (between the Mysore Government and the Madras Railway Company) for working and maintenance.

(b) The general conditions of the agreement are as follows :—

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of agreement*.—The agreement to remain in force, subject to six months' notice from either side on the 1st of January or the 1st of July of any year.

(iii) *Terms of working*.—The Company to charge for working and maintenance the same proportion which the working expenses of the whole system including this line bear to the gross earnings of that system with an addition of 10 per cent. until the improvement works authorised are completed and 5 per cent. of the gross earnings of the railway for rolling-stock.

(v) *Rates and fares*.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time upon the Madras railway.

(vi) *General remarks*.—The line was constructed by the Mysore State in order to provide facilities for the gold-fields.

5. The Nilgiri railway—

(a) The Nilgiri railway is worked under the following agreement :—

Agreement of—26th May 1898 (between the Madras Railway Company and the new Nilgiri Railway Company) for working.

NOTE.—The present working agreement is subject to revision hereafter, if found necessary, when the contract between the Secretary of State and the new Nilgiri Railway Company is executed on the conclusion of negotiations regarding the extension.

(b) The general conditions of the agreement are as follows :

(i) *Government aid*.—Government guarantee 3 per cent. during construction on the capital paid into the Government Treasury, with a free grant of all land required for the railway and the works connected therewith.

(ii) *Currency of contract*.—The agreement to remain in force for three years from date of opening of the line, subject to revision on the opening of the extension to Ootacamund.

(iii) *Terms of working*.—Maintenance of way and works to be charged at actual cost, and for all other expenses the Madras railway receive 30 per cent. of the gross receipts subject to such receipts being taken at a minimum of Rs. 1,00,000 in each half-year. If the actual expenditure in working the Nilgiri railway is less than 30 per cent. of gross receipts one-half the saving to be surrendered to the Nilgiri railway, while, if there is an excess the Nilgiri railway to share half the excess up to a maximum of 35 per cent. of gross receipts. The balance remaining to be paid over to the Nilgiri Railway Company.

(iv) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks*.—The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894; and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
II (a)	MADRAS SYSTEM— <i>continued.</i>				

on the 31st December 1901, alphabetically arranged.

REMARKS.

6. Shoranur-Cochin railway—

(a) The Shoranur-Cochin railway will be worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Rajah of Cochin and the Madras Railway Company) for construction and working.

(b) The general conditions of the agreement are as follows:—

(i) *Government aid*.—The line is the property of the Cochin State.(ii) *Currency of agreement*.—This agreement is to remain in force until the termination of the present agreement dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.(iii) *Power to determine agreement*.—Nil.(iv) *Terms of working*.—The Company charge for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Darbar and the Madras Railway Company in the proportion of four-fifths to the Darbar and one-fifth to the Company.(v) *Rates and fares*.—The same as are generally applicable from time to time to the system of railways worked by the Company.

7. General remarks.—The following lengths are worked over by foreign lines:—0·89 mile of the North-east line from the distant signal at Bezwada to Bezwada station is worked over by the Nizam's Guaranteed State railway; 4·97 miles from Waltair to Vizagapatam (including Wharf and Swamp lines) by the Bengal-Nágpur railway; and 2·99 miles from Tadépalli to Bezwada by the Southern Mahratta railway.

8. Details of construction.—

(a) *Permanent way*.—*Madras railway*.—The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot-sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails, 20 feet and 30 feet long, weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails, 30 feet long and weighing 75lb, 76lb, and 80lbs. to the yard, (the last being the present standard) have since been used.

The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greave's patent cast-iron bowl sleepers. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails, 80lb. to the yard and 30 feet in length, and a heavier type of plate are now being introduced.

The permanent-way on the length between Calicut and Badagara consists of flat-footed 62lb. steel rails with 4-holed deep fish plates laid on wooden sleepers. The length between Badagara and Azhikal is under construction with the same type of permanent-way.

North-east line (East Coast railway).—The permanent-way consists of flat-footed 75lb. steel rails laid on wooden and pea-pod sleepers.*Kolar Gold-fields railway*.—The line was originally laid with Madras railway second-hand double-headed 75lb. iron rails on new cast iron pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the alignment has been improved and iron rails have been replaced by 76lb. steel rails.*Nilgiri railway*.—The permanent-way consists of steel rails, 50lb. to the yard, laid on pyinkado sleepers.*Shoranur-Cochin railway*.—The permanent way will be 41½ lb. steel flat-footed rails on wooden sleepers.(b) *Ballast*.—

The system is ballasted with stone and sand, chiefly the former.

(c) *Tunnels*.—*Nilgiri railway*.—There are nine tunnels on the line varying in length from 62 feet to 308 feet, aggregating 1,578 feet.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
II (a)	MADRAS SYSTEM— <i>concluded.</i>				

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Details of construction—concluded.

(d) *Bridges*.—The following are the important bridges of 1,000 feet length and over: Poiney (between Ponnai Road and Tiruvallam), 56 spans of 30 feet; Gudiyattam (between Gudiyattam and Valathoor), 33 spans of 30 feet; Cauvery (between Cauvery and Erode), 20 spans of 64 feet and 2 spans of 62 feet; Kadaluindi (between Parpanargadi and Kadaluindi), 20 spans of 64 feet; Cheyair (between Razampeta and Nandalur), 50 spans of 64 feet; Pennur (between Penneru and Tadpatri), 13 spans of 131 feet; Tungabhadra (between Tungabhadra and Matmari), 58 spans of 64 feet; Chitravati (between Kondapuram and Regadipalli), 19 spans of 131 feet; Papaghni (between Kamalapuram and Gangayapalli), 15 spans of 131 feet; Ennūr Creek (between Ennūr and Minjur), 30 spans of 40 feet; Penner (between Nellore and Pudugupadu), 23 spans of 70 feet and 5 spans of 40 feet; Kistna (between Tadepalli and Bezwada), 12 spans of 300 feet; Gódávāri (between Kovvūr and Gódávāri), 56 spans of 150 feet and 1 span of 40 feet.

(e) *Fencing*.—The Madras, Kolar Gold-fields, and Nilgiri railways are fenced throughout; the North-east line—(East Coast State) and the Shoranur-Cochin railways are only fenced in the vicinity of towns, stations and level crossings.

(f) *Curves*.—5' 6" gauge sections.—There are no curves under a radius of 1,000 feet.

Nilgiri railway.—The curves vary from 328 feet to 716 feet in radius.

Shoranur-Cochin railway.—The sharpest curve is 818.57 feet in radius.

(g) *Gradients*.—Of a total open mileage on the system of 1,397.17 miles, 0.80 mile is on a gradient of 1 in 60 or steeper on the 5' 6" gauge, and 6.92 miles on 1 in 12.5 on the 3' 3½" gauge (Nilgiri line).

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
37 (a)	MADURA DISTRICT LIGHT.— (2' 6" gauge.)				
	Ammayanakkanur to Kotagudi . . . . .	...	...	55'00	
	Periyakulam to Krishnamanaik's tope . . . . .	...	...	5'00	
	Theni to Kuruvanath . . . . .	...	...	33'00	
	TOTAL, MADURA DISTRICT . . . . .	...	...	...	93'00
25 (a)	MORVI LIGHT— (2' 6" gauge.)				
	<i>Main line—</i>				
	Wadhvān to Dolia	14-12-83	11-3-86	24'00	
	Dolia to Vānkāner		20-11-86	27'75	
	Vānkāner to Morvi		24-3-87	16'75	
	Total Main line . . . . .	...	...	...	68'50
	<i>Rajkot branch—</i>				
	Vānkāner to Rājkot	10-5-88	1-1-90	25'25	
	Extension across the Aji river to Rājkot Junction with the Jetalsar-Rājkot railway	6-1-94	6-8-94	0'61	
	Total Branch . . . . .	...	...	...	25'86
	TOTAL, MGRVI . . . . .	...	...	...	94'36
2 (d)	MYMENSINGH-JAMALPUR-JAGANNATHGANJ— (See Eastern Bengal system)				
21 (g)	MYSORE-NANJANGUD— (See Southern Mahratta system)				
21 (b)	MYSORE SECTION (SOUTHERN MAHRATTA)— (See Southern Mahratta system.)				
9 (c)	NAGDA-UJJAIN— (See Bombay, Baroda and Central India system.)				
11 (d)	NILGIRI— (See Madras system.)				

REMARKS.

Madura District Light railways—Messrs. Wilson and Company of Madras, the Promoters, were originally granted a concession for the construction of these lines under the Indian Tramways Act; but as there is no provision under this Act for payment of interest out of capital during construction, they submitted an amended application for a scheme for Light railways to be constructed under the provisions of the Indian Railways Act. The Promoters have been informed that, subject to their acceptance of certain conditions, they may proceed to raise the necessary capital for the line.

1. Morvi Light railway.—

(i) The Morvi Light railway is owned and worked by His Highness the Thakore Sahib of Morvi.

(ii) *General remarks.*—This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia and then runs along the line of unbridged and unmetalled road to Vánkár and on to Morvi and Rajkot. The conversion of the line to 3' 3 $\frac{3}{8}$ " gauge is under contemplation.

2. Details of construction—

(a) *Permanent-way.*—The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, and pressed steel sleepers weighing 11lb. These have since been extensively replaced in sections by 29lb. and 41 $\frac{1}{4}$ lb. steel rails and creosoted pine sleepers. On the Rajkot branch, from mile 55 to a distance of 21 miles, renewals have been effected by laying 41 $\frac{1}{4}$ lb., 3' 3 $\frac{3}{8}$ " gauge rails on creosoted pine sleepers of that gauge, with a view to eventual conversion. The extension across the Aji river has been laid with 3' 3 $\frac{3}{8}$ " gauge rails, weighing 41 $\frac{1}{4}$ lb. to the yard, on creosoted pine sleepers.

(b) *Ballast.*—Moorum (decayed trap) and sand.

(c) *Fencing.*—Line is unfenced.

(d) *Curves.*—There are 3.24 miles of curves under a radius of 1,000 feet.

(e) *Gradients.*—Of a total open mileage of 94.36 miles, 4.50 miles are on a gradient of 1 in 200 or steeper.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage. Miles.	Total. Miles.
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM— (5' 6" gauge.)				
	<i>Main line—</i>				
	Wádi Junction to Secunderabad and to junction of new line.	25-3-71	9-10-74	115'45	
	Junction of new line to Warangal	Nov. '84	8-4-86	87'47	
	Warangal to Dornakal	May '86	1-1-88	51'91	
	Dornakal to Bona Kálu	Jany. '87 {	5-8-88	31'72	
	Bona Kálu to British frontier		10-2-89	23'54	
	Total Main line . . . . .	...	...	...	310'09
	<i>Branches—</i>				
	<i>Hyderabad branch—</i>				
	Husain Ságar to Hyderabad	25-3-71	9-10-74	3'54	
	<i>Mineral branch—</i>				
	Dornakal to Singareni Coal-fields	May '86	1-1-88	16'50	
	Total Branches . . . . .	...	...	...	20'04
	TOTAL, NIZAM'S GUARANTEED STATE PROPER . . . . .	...	...	...	330'13
10 (b)	BEZWADA EXTENSION— (5' 6" gauge.)				
	Hyderabad frontier to Bezwada	26 11-86	10-2-89	20'58	
	TOTAL, BEZWADA EXTENSION . . . . .	...	...	...
10 (c)	HYDERABAD-GÓDÁVARI VALLEY— (3' 3½" gauge.)				20'58
	Manmád to Jalná	12-1-97 {	21-10-99	109'36	
	Jalná to Sailu		7-12-99	44'74	
	Sailu to Purbhani		25-4-00	26'43	
	Purbhani to Nanded		9-10-00	36'29	
	Nanded to Sivungaon		23-8-00	16'68	
	Sivungaon to Basar		25-4-00	33'89	
	Basar to Secunderabad		25-4-00	118'21	
	Secunderabad to Hyderabad		16-5-01	5'82	
	TOTAL, HYDERABAD-GÓDÁVARI VALLEY . . . . .	...	...	...	391'42
	GRAND TOTAL, NIZAM'S GUARANTEED STATE SYSTEM . . . . .	...	...	...	742'13

REMARKS.

1. Lines comprising system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.
	Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)	330'13
(b) Bezwada extension (5' 6" gauge)	20'58
(c) Hyderabad-Gódávári Valley railway (3' 3½" gauge)	391'02
	<hr/>
TOTAL .	742'13
	<hr/>

2. Nizam's Guaranteed State railway—

(a) The Nizam's Guaranteed State railway is worked under the following contract :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon) His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land also was provided free of charge.

(ii) *Currency of contract.*—The contract is current for a period of 99 years, and on expiry by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) *Terms of working.*—From gross earnings will be deducted working expenses, and during the guaranteed period, the net earnings applied in the first instance to repayment of the annuity, paid in the same half year. Of the residue, one moiety will be utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance, one-half will be paid to the Nizam's Government, the remaining moiety being made over to the Company.

(iv) *Rates and fares.*—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula railway.

(v) *General remarks.*—Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884, it was worked by State agency, and from January 1885, by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast State railway. It was transferred back to the Company for working from the 1st January 1901.

3. Bezwada extension railway.—The revised terms for working this railway are under consideration.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
10 (a)	NIZAM'S GUARANTEED STATE SYSTEM— <i>concl'd.</i>				

on the 31st December 1901, alphabetically arranged.

REMARKS.

4. Hyderabad-Godavari Valley railway—

(a) The Hyderabad-Godavari Valley railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's State Railways Company) for construction and working.

(b) The general conditions of the agreement are as follows :—

(i) *Terms of contract.*—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, Government paying thereon an annuity, and, in addition a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, and after the expiration of the guaranteed period the interest payable thereon a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is also provided for.(ii) *Currency of contract.*—On expiry of contract by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.(iii) *Power of Company to surrender contract*—Nil.(iv) *Terms of working.*—From gross earnings will be deducted working expenses and the net earnings applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period, to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.(v) *Rates and fares.*—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State line.

5 General remarks.—The Nizam's Guaranteed State railway has running powers over 0·89 mile from the distant signal at Bezwada to Bezwada station of the Madras railway (North-East line).

6. Details of construction.—

(a) *Permanent-way*—*Nizam's Guaranteed State railway.*—About 1 mile is laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India railway; 43 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 3 miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers, and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The line from Secunderabad to Hyderabad (5·82 miles) is mixed gauge and is laid with 66½lb. flat-footed steel rails on wooden sleepers.*Bezwada extension.*—Is laid with 66½lb. steel rails on pea-pod sleepers.*Hyderabad-Godavari Valley*—The permanent-way consists of 50lb. steel rails and steel and wooden sleepers.(b) *Ballast.*—The ballast is of sand and broken stone.(c) *Bridges.*—The only important bridge of 1,000 feet length and over is that on the Hyderabad-Godavari Valley, over the Godavari river, which consists of 21 spans of 60 feet.(d) *Fencing.*—On the Nizam's Guaranteed State railway, the line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. On the Bezwada extension and Hyderabad-Godavari Valley railway, the line is fenced only at stations.(e) *Curves.*—There are no curves under a radius of 1,000 feet on the Nizam's Guaranteed State railway and the Bezwada extension. On the Hyderabad-Godavari Valley railway, the sharpest curve has a radius of 1,432 feet.(f) *Gradients.*—Of a total open mileage of the system of 742·13 miles, 79·19 miles are on a gradient of 1 in 100 or steeper on the 5' 6" gauge, and 142·13 miles of 1 in 133·3 or steeper on the 3' 3½" gauge.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM. (5' 6" gauge.)			Miles.	Miles.
	COMMERCIAL SECTION—				
	<i>Main line—</i>				
	Ghāziabad to Meerut City	1864	18-4-67	27'33	1,444'69
	Meerut City to Umballa Cantonment		1-1-69	121'02	
	Umballa Cantonment to Ludhiāna		12-10-69	70'66	
	Ludhiāna to Phillour		15-10-70	8'28	
	Phillour to Jullundur Cantonment		1-4-70	24'12	
	Jullundur Cantonment to Beas	8-2-59	15-11-69	25'53	
	Beas to Amritsar		1-11-67	26'20	
	Amritsar to Lahore	22-10-69	10-4-62	32'30	
	Lahore to Jhelum		6-10-78	103'12	
	Jhelum to Rāwalpindi	17-9-77	...	76'38	
	Rāwalpindi to Haji Shah		1-1-81	61'62	
	Haji Shah to Attock bridge	3-10-79	1-5-81		
	Attock to Khairabad		31-5-83	2'38	
	Khairabad to Peshāwar City		1-5-82	41'25	
	Peshāwar City to Peshāwar Cantonment	8-2-59	1-1-83	2'65	
	Lahore to Mooltan		24-4-65	207'82	
	Mooltan to Muzaffarabad	8-11-71	21-8-70	6'89	
	Muzaffarabad to Khānpur		1-7-78	139'14	
	Khānpur to Rohri		1-7-78	132'05	
	Rohri to Sukkur . . . . .	...	27-3-89	2'64	
	Sukkur to Rādhān		1-10-78	79'31	
	Rādhān to Laki	4-11-72	27-10-78	70'57	
	Laki to Kotri		8-10-78	75'48	
	Kotri to Kurrachee City	29-4-58	13-5-61	104'89	
	Kurrachee City to Kāmāri (including Napier Mole line)		16-6-89	3'06	
	Total Main line				
	<i>Branches—</i>				
	<i>Siālkot branch—</i>				
	Wazirabad to Siālkot	10-4-83	1-1-84	26'50	
	<i>Wazirabad-Lyallpur branch—</i>				
	Wazirabad to Hafizabad . . . . .	...	15-8-95	37'37	
	Hafizabad to Sangla Hill . . . . .	...	1-1-96	31'45	
	Sangla Hill to Lyallpur . . . . .	...	15-2-96	27'21	
	Lyallpur to Toba Tek Singh . . . . .	...	22-6-99	49'00	
	Toba Tek Singh to Khanewal . . . . .	...	16-4-00	55'53	
	<i>Kashmir branch—</i>			200'56	
	Siālkot to the frontier of the Kashmir State . . . . .	...	15-3-90	9'08	
	Phulji to Puranadera . . . . .	...	1-6-82	2'57	
	Sukkur to Sukkur Bandar . . . . .	...	1-10-78	1'25	
	Kotri to Kotri Bandar . . . . .	...	1-4-89	1'14	
	<i>Meean Meer chord branch *—</i>				
	Meean Meer East to Meean Meer West . . . . .	...	10-12-91	2'13	
	<i>Kotri-Rohri (chord) branch—</i>				
	Kotri to Hyderabad . . . . .	...	25-5-00	4'99	
	Hyderabad to Rahoki . . . . .	...	28-3-01	6'04	
	Rahoki to Shahdadpur . . . . .	...	15-11-96	39'09	
	Shahdadpur to Rohri . . . . .	...	15-11-96	139'84	
				189'96	
	Carried over . . . . .	...	...	433'19	1,444'69

* This is a military line and is not intended to be used for ordinary public traffic.

REMARKS.

1. Lines comprising system.—The North Western railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) North Western railway (5' 6" gauge)	3,077'12	...	3,077'12
(b) Southern Punjab railway (5' 6" gauge)	423'93	...	423'93
(c) Rájputa-Bhátinda railway (5' 6" gauge)	107'05	...	107'05
(d) Ludhiána-Dhuri-Jakhal railway (5' 6" gauge)	78'66	...	78'66
(e) Jammu and Kashmir (Native state section), (5' 6" gauge)	15'92	...	15'92
(f) Dandot Light railway (2' 0" gauge)	6'18	...	6'18
(g) Nowshera-Durgai railway (2' 6" gauge)	40'25	...	40'25
(h) <i>Khusálgarh-Kohat-Thal railway (5' 6" gauge)</i> . . . . .	...	92'20	92'20
(i) <i>Fech-Doab (5' 6" gauge)</i> . . . . .	...	51'40	51'40
Total	3,749'11	143'60	3,892'71

2. North Western railway—

(a) The North Western railway is owned and worked by the State.

(i) *General remarks—*

The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

The Wazirabad-Lyallpur branch was constructed to open up the country now being irrigated by the Chenab canal, and recently brought under cultivation by the colonists and settlers, who are reclaiming the desert land of the Rechna Doab.

The Kotri-Rohri chord was constructed owing to the set of the Indus on the right bank which rendered the line along that bank dangerous, and, owing to the frequent breaches, caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36'51 miles on the through distance from the Punjab to Kurrachee, and also gives an alternative route to Quetta.

The line from the Bolan Junction station and from the Sibi station follows the old Quetta loop to Nari bank station, 4'81 miles from Sibi and 456'78 miles from Kurrachee. The old Bolan railway (Quetta loop) from Nari bank *via* Kundalani to Hirok has been dismantled, except the first portion from Nari bank to Rindli. The new line is on a completely new alignment between Nari bank and Kolpur, the actual length of the construction works being 57 miles from Nari bank to the mouth of the Mushkaf gorge (462 miles from Kurrachee).

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. On the second portion (1'29 miles), there is another incline worked by gravity alone.

3. Southern Punjab (Delhi-Samasata) railway.—

(a) The Southern Punjab railway is worked under the following contracts:—

*Contract of—*13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway and from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual expenditure charged in the capital account. Land was also provided free of cost to the Company.

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM—concl'd. (5' 6" gauge.)			Miles.	Miles.
	Brought forward	...	...	433'19	1,444'69
	COMMERCIAL SECTION—concl'd.				
	Branches—concl'd.				
	Ferozepore branch—				
	Raewind to Kasur	9-11-82	15-4-83	16'50	
	Kasur to Ganda Singhwála		10-6-83	7'00	
	Ganda Singhwála to Ganda Singh Bandar	2-10-83	15-12-83	5'50	
	Ganda Singh Bandar to Hussainiwala . . . . .	...	8-5-87		
	Hussainiwala to Ferozepore City . . . . .	...	1-10-92	2'00	
	Ferozepore City to Ferozepore Cantonment	29-10-81	1-10-88	2'00	
	Ferozepore to Bhatinda . . . . .	...	15-6-99	*54'36	
	Hussainiwala to Ferozepore Cantonment . . . . .	...	8-5-87	†3'50	
				90'86	
	Pathankot branch—				
	Amritsar to Dinanagar	6-12-81	1-1-84	51'22	
	Dinanagar to Pathankot		8-6-84	15'48	
				66'70	
	Total Branches . . . . .	...	...	...	590'75
	TOTAL OPEN MILEAGE (COMMERCIAL SECTION) . . . . .	...	...	...	2,035'14
	FRONTIER SECTION (MILITARY)—				
	Main line—				
	Sind-Sagar—				
	Lála Musa to Bahá-ud-din	24-7-77	†1-1-80	28'46	
	Bahá-ud-din to Hariah		†1-2-80	10'52	
	Hariah to Malakwál . . . . .	...	†10-4-80	5'99	
	Malakwál to Bhakkar . . . . .	...	15-8-87	175'04	
	Bhakkar to Chenab west bank . . . . .	...	22-1-87	119'71	
	Chenab west bank to Chenab east bank . . . . .	...	1-2-90	2'49	
	Chenab east bank to Sher Shah . . . . .	...	1-1-89	2'39	
	Total Main line . . . . .	...	...	...	344'60
	Branches—				
	Khusálgarh branch—				
	Golra Junction to Langar	Sep. '79	1-4-81	60'50	
	Langar to Khusálgarh		16-4-81	9'66	
	Khusálgarh, new station		18-7-83		
				70'16	
	Bhera branch—				
	Malakwál to Miani	24-7-77	†10-4-80	8'99	
	Miani to Bhera	25-10-81	†2-2-82	9'11	
	Bhaganwala branch—				
	Haranpur to Bhaganwala . . . . .	...	...	18'10	
				10'84	
	Khewra branch—				
	Chalisa Junction to Khewra salt mines . . . . .	...	†1-1-83	6'36	
	Khewra to Dandot . . . . .	...		2'15	
				8'51	
	Mari branch—				
	Kundián to Mári	{ Kundian to Mianwali, 27-2-86 }	15-3-92	36'32	
	Dera Ghazi Khan branch—				
	Mahmud Kot to Gházi ghát . . . . .	...	1-4-87	11'27	
	Peshawar-Jamrud branch—				
	Pesháwar to Jamrud . . . . .	...	1-1-01	11'04	
	Mari-Attock branch—				
	Cambellpore Cantonment (new station) to Basál Junction . . . . .	...	1-4-99	18'45	
	Jand Junction to Daud Khel . . . . .	...	1-4-99	53'91	
				72'36	
	Total Branches . . . . .	...	...	...	238'60
	TOTAL OPEN MILEAGE, SIND-SAGAR . . . . .	...	...	...	583'29
	Carried over . . . . .	...	...	...	583'20
					2,035'44

* Includes 26.28 miles of mixed gauge between Kotkapura and Bhatinda.

† This is a military line and is not intended to be used for ordinary public traffic.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Southern Punjab (Delhi-Samasata) railway—concl'd.

(b) General conditions—concl'd.

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1919, or on the 31st December 1929 or 1939, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent., the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.(iii) *Power of Company to surrender contract.*—Nil.(iv) *Terms of working.*—Government undertake to work and maintain the line and provide rolling-stock, at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company.(v) *Rates and fares.*—Rates and fares to be fixed by Government within the maximum and minimum rates and fares in force on the North Western State railway.(vi) *General remarks.*—The Southern Punjab railway runs from Delhi *viâ* Bhatinda to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Kurrachee by 187 miles, as compared with the route *viâ* Umballa and Lahore.

4. Rajpura-Bhatinda railway—

(a) The Rajpura-Bhatinda railway is owned by the Patiala State and is worked by the North Western railway under the following contract—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Darbar) for maintenance and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line has been constructed at the cost of the Patiala Darbar.(ii) *Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western State railway will give to the Patiala Darbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Darbar will indemnify the North Western State railway of all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts of the Rajpura-Bhatinda railway for working expenses, the balance to be paid over to the Patiala Darbar.(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

5. Ludhiana-Dhuri-Jakhal railway—

(a) The Ludhiana-Dhuri-Jakhal railway is worked under the following contract:—

Contract of—6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Darbars) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line was constructed at the cost of the Maler Kotla and Jind Darbars.(ii) *Currency of contract.*—The contract is terminable on the 31st December 1904, or on the 1st January or 1st July in any year thereafter, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Maler Kotla and Jind Darbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Darbars will indemnify the North Western State railway of all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts for working expenses, the balance to be paid to the Maler Kotla and Jind Darbars to be divided between them in the proportion of ¼th and ¾ths, respectively.(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

† Dates of opening original 3' 3½" gauge line, subsequently converted to and opened on the 5' 6" gauge line as follows: Lala Musa to P. T. O. 10-2-86; Malakwal to Bhera 15-3-87; Chalisa Junction to Khewara salt mines 15-8-87; Khewra to Dandot, 1-8-89. 87

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History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total,
				Miles.	Miles.
7 (a)	NORTH WESTERN SYSTEM—contd. (5' 6" gauge.)				
	Brought forward	...	...	...	2,035'44
	FRONTIER SECTION (MILITARY)—concl'd.				583'20
	<i>Sind-Pishin—</i>				
	Rukh to Sibi	Oct. '79	2-5-80	132'22	
	Sibi to Sharigh . . . . .	...	20-3-87	74'80	
	Sharigh to Bostán . . . . .	...	28-8-87	61'13	
	Base of Bostán triangle loop . . . . .	...	...	0'31	
	Bostán to Killa Abdulla . . . . .	...	25-1-88	38'14	
	Killa Abdulla to Chaman . . . . .	...	1-1-92	29'40	
	TOTAL, SIND-PISHIN	...	...	...	336'00
	<i>Mushkaf-Bolan—</i>				
	Sibi (Point No. 51) to Quetta south distant signal . . . . .	...	15-4-97	86'74	
	<i>Quetta loop—</i>				
	Quetta south distant signal to Bostán (Point No. 1) . . . . .	...	28-8-87	20'59	
	Nari bank to Rindli . . . . .	...	...	13'81	
	Mithri chord . . . . .	...	1-1-98	1'34	
				35'74	
	TOTAL, MUSHKAF-BOLAN	...	...	...	122'48
	TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY)	...	...	...	1,041'68
	DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—				
	Kiámári to Kurrachee City . . . . .	...	30-6-97	3'06	
	Kurrachee City to Kurrachee Cantonment . . . . .	...	13-5-61	2'30	
	Kurrachee Cantonment to Pipri . . . . .	...	20-6-97	20'75	
	Pipri to Kotri . . . . .	...	3-5-98	81'89	
	Meean Meer East to Meean Meer West . . . . .	...	10-12-91	2'13	
	Gulistán to Chaman . . . . .	...	...	36'82	
	A-bi-Gum to Kolpur . . . . .	...	20-9-92	23'54	
	TOTAL DOUBLE LINE	...	...	170'49	
	GRAND TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY).	...	...	...	3,077'12
7 (b)	SOUTHERN PUNJAB (DELHI-SAMASATA)— (5' 6" gauge.)				
	<i>Main line—</i>				
	Delhi viá Bhalinda to Samasata . . . . .	...	10-11-97	400'55	
	<i>Branch—</i>				
	Narwana to Kaithal— . . . . .	...	1-2-99	23'38	
	TOTAL, SOUTHERN PUNJAB	...	...	...	423'93
7 (c)	RAJPURA-BHATINDA (PATIALA STATE RAILWAY)— (5' 6" gauge.)				
	Rájpura to Patiala	7-12-83	1-11-84	15'77	
	Patiala to Bhátinda	April '88	13-10-89	91'28	
	TOTAL, RAJPURA-BHATINDA	...	...	...	107'05
	Carried over	...	...	...	3,608'10

REMARKS.

6. Jammu and Kashmir railway (Native State section)—

(a) The Jammu and Kashmir railway is worked under the following contracts :—

Contract of—14th July 1888 (between the Government of India and the Kashmir Darbar) for construction and working.

18th November 1890.—Supplementary agreement (between the Government of India and the Kashmir Darbar) relative to the provision of capital.

28th April 1898.—Memorandum of revised terms (between the Government of India and the Kashmir Darbar) for working.

(b) The general conditions of the contracts are as follows :—

(i) *Government aid*.—The line was constructed at the cost of the Kashmir Darbar.

(ii) *Currency of contract*.—Either party can revise the contract on giving six months' notice.

(iii) *Terms of working*.—The North Western State railway work and maintain the line, including supply of rolling-stock, for 55·5 per cent. of the gross earnings. The balance is paid to the Kashmir Darbar.

(v) *Rates and fares*.—Rates and fares as are from time to time in force on the main line section of the North Western State railway.

7. General remarks—The North Western railway has running powers over the following sections of foreign lines :—Ghaziabad to Delhi, 13·00 miles, of the East Indian railway, and Delhi to junction with the Southern Punjab railway, 1·33 miles, belonging to the Delhi-Umballa-Kalka railway.

8. Details of construction—

(a) *Permanent-way*—

North Western railway.—The permanent way is of various types. Of iron rails, there are 93·31 miles, 60 lb. flat-footed; 44·09 miles, 68 lb. double-headed; 50·93 miles, 60 lb. bull-headed; 9·90 miles, 82 lb. double-headed and 2·13 miles, 68 lb. bull-headed. Of steel rails, there are 1·90 miles, 70 lb. flat-footed; 378·30 miles, 62 lb. flat-footed; 2,008·43 miles, 75 lb. flat-footed; 8·30 miles 64 lb. double-headed; 97·23 miles, 68 lb. double-headed; 106·92 miles, 75 lb. double-headed; 184·10 miles, 68 lb. bull-headed; 44·30 miles, 84 lb. bull-headed; 23·60 miles, 100 lb. flat-footed; 45·19 miles, 77½ lb. bull-headed; and 105·09 miles, 73 lb. bull-headed. The sleepers chiefly used are of wood or cast iron (oval or round) pots and steel transverse.

Southern Punjab, Rajpura-Bhatinda, Jammu and Kashmir and Ludhiana-Dhuri-Fakhal railways.—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar, or steel. The line from Rajpura to Patiala is laid with steel rails, 68 lb. to the yard, on deodar sleepers.

Dandot Light railway.—The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers.

Nowshera-Durgai and Khushalgarh-Kohat-Thal railways.—The permanent-way consists of flat-footed steel rails, 35 lb. to the yard, laid on wooden sleepers, except on the Kohat-Thal section which will be laid with 21 lb. steel rails on wooden sleepers.

(b) *Ballast*.—The lines are ballasted throughout.

(c) *Tunnels*.—The following are the tunnels of 500 feet length and over :—Sohawa (between Taraki and Sohawa), 538·25 feet; Margalla (between Sang Jani and Serai Kala), 950 feet; Attock No. 4, 677·50 feet; Attock No. 5 (between Attock and Khairabad), 722 feet; Mushkaf No. 2, 650 feet; Mushkaf No. 4 (between Mushkaf and Ocepur), 529 feet; Ocepur No. 7 (between Ocepur and Panir), 739 feet; Panir No. 9 (between Panir and Peshi), 3,218 feet; Rift No. 11 A, 571 feet; Seetal No. 12 (between Panir and Peshi), 1,035 feet; Cascade No. 14 (between Hirok and Dozan), 542 feet; Mary Jane No. 16 (between Dozan and Kolpur), 681 feet; Khojak No. 18, 12,870 feet; tunnel No. 20, 756 feet; tunnel No. 23 (between Shelabagh and Sanzal), 800 feet; Gundakinduff No. 3, 569·50 feet; Kuchali Lower No. 4 (between Baberkach and Kuchali), 506 feet; Karez No. 1, 806 feet; Karez No. 3, 2,034 feet; Rift bridge No. 10, 540 feet; Lower Chapper No. 11, 592 feet; Iron gate No. 13 (between Dirgi and Mangi), 1,227 feet; Mudgorge No. 15 (between Mangi and Mudgorge), 1,087 feet; Māri No. 1, 1,180 feet; No. 2, 854 feet; No. 3, 1,775 feet; No. 4, 1,130 feet; No. 5, 1,614 feet; No. 6, 1,897 feet; No. 9, and Siala between Chhab and Uchliri, 1,300 feet and 545 feet respectively.

History of railways constructed and in progress

Class. No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
7 (a)	NORTH WESTERN SYSTEM— <i>concl'd.</i>			Miles.	Miles.
	Brought forward . . . . .	...	...	...	3,608·10
7 (d)	JAMMU AND KASHMIR (KASHMIR STATE)— (5' 6" gauge.)				
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu	25-2-88	15-3-90	15·92	
	TOTAL, JAMMU AND KASHMIR . . . . .	...	...	...	15·92
7 (f)	NOWSHERA-DURGAI— (2' 6" gauge.)				
	Nowshera to Durgai	15-5-99	1-1-01	40·25	
	TOTAL, NOWSHERA-DURGAI . . . . .	...	...	...	40·25
7 (e)	LUDHIANA-DHURI-JAKHAL— (5' 6" gauge.)				
	Ludhiana <i>via</i> Dhuri to Jakhal	6-10-99	10-4-01	78·66	
	TOTAL, LUDHIANA-DHURI-JAKHAL . . . . .	...	...	...	78·66
7 (g)	DANDOT LIGHT— (2' 0" gauge.)				
	Dandot station to the mouth of the main mine . . . . .	...	5-7-89	1·89	
	Head of middle incline to shaft No. 10 of outcrop mine . . . . .	...	1-7-93	1·29	
	Head of upper incline to Pidh coal platform . . . . .	...	6-6-95	3·00	
	TOTAL, DANDOT . . . . .	...	...	...	6·18
	GRAND TOTAL OPEN MILEAGE, NORTH WESTERN SYSTEM . . . . .	...	...	...	3,749·11
	<i>Lines under construction or sanctioned for construction—</i>				
7 (h)	KHUSALGARH-KOHAT-THAL— (2' 6" gauge.)				
	Khusálgarh <i>via</i> Kohat to Thal	31-10-00	Uncertain	92·20	
	TOTAL, KHUSALGARH-KOHAT-THAL . . . . .	...	...	...	92·20
	JECH-DOOAB— (5' 6" gauge.)				
	Malakwal to the Karana Hills . . . . .	...	...	51·40	
	Total, Lines under construction . . . . .	...	...	...	143·60
	GRAND TOTAL, NORTH WESTERN SYSTEM . . . . .	...	...	...	3,892·71
7 (f)	NOWSHERA-DURGAI— (See North Western System.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

8. Details of construction.—concl'd.

(d) *Bridges*.—The following are the important bridges of 1,000' length and over:—Chinee creek (between Kiámári and Kurrachee City), 32 spans of 40'; Baran *viaduct* (between Meting and Bholari), 32 spans of 45 feet; Bridge No. 135 (between Chidarzai and Ab-i-Gum), 20 spans of 60 feet; Empress (between Adamwáhan and Adamwáhan bridge) 16 spans of 250 feet; Chenab (between Sher Shah and Chenab west bank), 17 spans of 200 feet; Kaisar-i-Hind (between Ganda Singhwála and Hussainiwala), 27 spans of 150 feet; Beas (between Beas and Beas east bank), 32 spans of 100' and 2 spans of 120 feet; Ravi (between Shahdara and Badami Bag), 15 spans of 90 feet; Sutlej (between Phillour and Ladhawal), 41 spans of 99 feet, 4 spans of 71 feet, 1 span of 99·67 feet and 1 span of 96·8 feet; Markunda (between Kersian and Barara), 9 spans of 99 feet and 2 spans of 100 feet; Jumna (between Jagadhri and Sarsawa), 22 spans of 99 feet and 2 spans of 100 feet; Alexandra (between Wazirabad and Kathála), 28 spans of 133·50 feet; Victoria (between Malakwal and Haranpur), 17 spans of 150 feet; Jhelum (between Karyala and Jhelum) 50 spans of 90 feet and 1 span of 18·50 feet; Attock (between Khairabad and Attock), 2 spans of 296·25 feet, 3 spans of 246·25 feet and 2 spans of 40 feet; Lansdowne (between Sukkur and Rohri), 1 span of 790 feet, 1 span of 270 feet, 1 span of 230 feet and 1 span of 90 feet.

Khusalgarh-Kohat-Thal railway.—The Indus at Khusalgarh will, for the present, be crossed by a cable way, the clear cable span from saddle to saddle being 1,100 feet.

(e) *Fencing*—

North Western railway.—The main line, Ferozepore and Pathankot branches and the Ludhiana-Duri-Jakhal railway are, for the most part, fenced on both sides. The section from Lála Musa to Peshawar is, however, only partially fenced. The Wazirabad and Khusalgarh branches are unfenced, except at stations. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The Kundián-Miánwáli branch is unfenced throughout. The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced. The Sibi-Nari bank and Quetta-Bostán sections are unfenced.

The Rajpura-Bhatinda railway.—The line is fenced from Rajpura to Patiala only. The rest of the system is unfenced.

The Ludhiana-Dhuri-Jakhal railway.—The line is fenced throughout.

(f) *Curves*—

5'6" gauge.—Of curves under a radius of 1,000 feet, there are 25·73 miles distributed over the line varying from 455 feet to 990 feet in radius.

Dandot-Light railway.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Nowshera-Durgai railway.—The sharpest curve is 477 feet radius.

(g) *Gradients*.—Of a total open mileage of 3,749·11 miles on the system, 71·19 miles are on a gradient of 1 in 50 or steeper. On the Dandot Light railway, the ruling gradient is 1 in 2·50 over a length of 0·24 mile.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	ODDH AND ROHILKHAND SYSTEM— (5 6" gauge.)			Miles.	Miles.
	<i>Main line—</i>				
	Moghal Serai to mile 3'25 . . . . .	...	22-12-62	3'25	
	From mile 3'25 south of the Dufferin bridge to the Benares Ganges station . . . . .	...	1-10-87	4'25	
	From the Benares Ganges station to Benares Canton- ment . . . . .	...	18-6-83	1'50	
	Benares Cantonment to Rae Bareilly	Oct. 1895	4-1-98	138'36	
	Lucknow to Rae Bareilly	5-8-91	18-10-93	48'56	
	Lucknow to Sandila . . . . .	...	1-2-72	30'00	
	Sandila to Hardoi . . . . .	...	15-7-72	33'00	
	Hardoi to Sháhjahánpur . . . . .	...	1-3-73	39'00	
	Sháhjahánpur to Faridpur . . . . .	...	8-9-73	32'00	
	Faridpur to Bareilly . . . . .	...	1-11-73	13'00	
	Bareilly to Moradabad (chord line <i>viá</i> Rámpur)	4-12-91	8-5-94	56'07	
	Moradabad to Nagina	29-8-81	8-10-84	47'25	
	Nagina to Najibabad		1-4-85	13'70	
	Najibabad to Saháranpur		1-1-86	58'25	
				518'19	
	<i>Loop lines—</i>				
	Bareilly to Ukka . . . . .	...	22-12-73	5'00	
	Ukka to Aonla . . . . .	...	1-11-73	11'00	
	Aonla to Chandausi . . . . .	...	10-6-73	27'00	
	Chandausi to Moradabad . . . . .	...	28-10-72	27'50	
	Benares Cantonment to Sháhganj . . . . .	...	5-1-74	56'03	
	Sháhganj to Bilwái . . . . .	...	1-5-74	7'00	
	Bilwái to Málipur . . . . .	...	17-4-74	9'00	
	Málipur to Akbarpur . . . . .	...	2-3-74	12'00	
	Akbarpur to Fyzabad . . . . .	...	10-6-73	36'00	
	Fyzabad to Bara Banki . . . . .	...	25-11-72	62'00	
	Bara Banki to Lucknow . . . . .	...	1-1-72	17'00	
				269'53	
	Total Main and Loop lines . . . . .	...	...	...	787'72
	<i>Branches—</i>				
	Moradabad to Gajroula	8-4-97	1-4-00	33'40	
	Gajroula to Gháziabad		25-11-00	53'37	
				86'77	
	<i>Ajodhya ghat branch—</i>				
	Ránupáli to Ajodhya ghat	16-12-84	15-11-86	3'22	
	<i>Bahramghat branch—</i>				
	Bara Banki to Bahramghát . . . . .	...	20-11-72	21'52	
	<i>Cawnpore branch—</i>				
	Lucknow to Cawnpore	Jany. 1864	23-4-67	42'00	
	Left bank Ganges to junction with the East Indian rail- way at Cawnpore . . . . .	...	15-7-75	3'22	
	Passenger approach to the East Indian railway at Cawnpore . . . . .	...	21-2-88	0'23	
				45'45	
	<i>Aligarh branch—</i>				
	Aligarh to Rájghat . . . . .	...	1-2-72	30'12	
	Rájghat to Chandausi . . . . .	...	28-10-72	30'48	
				60'60	
	<i>Hardwar branch—</i>				
	Lhaksar Junction to the left bank of the Ganges Canal Jawálapur	15-5-83	1-1-86	13'53	
	Left bank of the Ganges Canal near Jawálapur to Hardwar		20-8-86	3'53	
				17'06	
	<i>Kotdwára branch—</i>				
	Najibabad Junction to the right bank of the Koh river opposite Kotdwára	Oct. 1895	24-12-96	15'19	
	Total Branches . . . . .	...	...	...	249'81
	TOTAL, OPEN MILEAGE ODDH AND ROHILKHAND PROPER . . . . .	...	...	...	1,037'53
	Carried over . . . . .	...	...	...	1,037'53

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The Oudh and Rohilkhand railway system is made up of :— Miles.

	Open line. Miles	Under construction. Miles.	Total Miles.
(a) Oudh and Rohilkhand State railway (5' 6" gauge)	1,037'53	...	1,037'53
(b) Hardwar-Dehra railway (5' 6" gauge)	32'04	...	32'04
(c) Cawnpore Burhwal (3' 3½" gauge) link	79'60	...	79'60
(d) Allahabad-Fyzabad railway (5' 6" gauge) . . . . .	...	94'67	94'67
Total	1,149'17	94'67	1,243'84

2. Oudh and Rohilkhand State railway—

(a) The Oudh and Rohilkhand railway is owned and worked by the State.

(i) *General remarks.*—The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew & Co. connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3'25 miles long and is worked by manual power. It is used for goods traffic only.

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the metre gauge systems of Northern India. The mileage shown excludes 3'66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line. Starting from the north of Burhwal station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate 3' 3½" track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand railway track. From Malhaur it deviates to the east, over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj, the Lucknow-Bareilly railway is utilized to Aishbagh, where it crosses that railway and runs for 2'08 miles over new country; it joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2'80 from Lucknow, then runs parallel to the latter line up to the Cawnpore bridge station, from which point a third rail has been laid across the Ganges bridge. After clearing the bridge, the separate track, parallel to the Oudh and Rohilkhand railway is resumed and followed up to and through the Cawnpore (Oudh and Rohilkhand State railway) station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83'26.

3. Hardwar-Dehra railway.—

(a) The Hardwar-Dehra railway is worked under the following contract :—

Contract of.—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

(b) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital; and except for *bona fide* temporary purposes, at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

(ii) *Government aid.*—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.

(iii) *Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—After deduction of 50 per cent. of the gross earnings for working expenses, and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Appendix 47.
History of railways.

APPEN-

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
6 (a)	ODDH AND ROHILKHAND SYSTEM—concl'd. <div>Brought forward . . . . .</div>	...	...	Miles. ...	Miles. 1,037'53
6 (b)	HARDWAR-DEHRA— <div>(5' 6" gauge.)</div> <div>Hardwar to Dehra</div> <div>TOTAL, HARDWAR-DEHRA</div>	<div>18-11-96</div> <div>...</div>	<div>1-3-00</div> <div>...</div>	<div>32'04</div> <div>...</div>	<div></div> <div>32'04</div>
(c)	CAWNPORE-BURHWAL— <div>(3' 3½" gauge.)</div> <div>Burhwal to Daliganj.</div> <div>Aishbagh to Cawnpore</div> <div>TOTAL, CAWNPORE-BURHWAL</div>	<div>Oct. 1894</div> <div>...</div>	<div>24-11-96</div> <div>25-4-97</div> <div>...</div>	<div>*34'57</div> <div>†45'03</div> <div>...</div>	<div></div> <div></div> <div>79'60</div>
	<i>Line under construction or sanctioned for construction—</i>				
6 (d)	ALLAHABAD-FYZABAD— <div>(5' 6" gauge.)</div> <div>Allahabad to Fyzabad</div> <div>TOTAL, ALLAHABAD-FYZABAD</div>	<div>...</div> <div>...</div>	<div>...</div> <div>...</div>	<div>94'67</div> <div>...</div>	<div></div> <div>94'67</div>
	GRAND TOTAL, OUDH AND ROHILKHAND SYSTEM . . . . .	...	...	...	1,243'84

* Including the length Burhwal to Bara Banki, 16'70 miles, laid on a mixed gauge.

† Including the length over the Cawnpore bridge, 0'59 mile, laid on a mixed gauge.

on the 31st December 1901, alphabetically arranged.

REMARKS.

3. Hardwar-Dehra railway—concluded.

(b) General conditions—concluded.

(vi) *Rates and fares.*—Rates and fares to be arranged between Government and the working agency within one-and-a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand railway.

4. General remarks.—One mile of the Oudh and Rohilkhand railway at Cawnpore is worked over by the Indian Midland railway.

The Cawnpore-Burhwal, 3' 3 $\frac{3}{8}$ " gauge, link works over 3'66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.

5. Details of construction.—

(a) *Permanent-way.*—The permanent-way at first adopted for the 5' 6" gauge portion of the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back sleepers. Up to 1889, the original iron rails had been replaced by 60 lb. steel rails, and since 1889, all renewals have been made with 75 lb. steel rails of the Indian State railway pattern, laid on metal or wooden sleepers, the former being steel bowls, or cast iron bowls locally made, the latter sâi and deodar. All new lines are laid with 75 lb. steel rails and metal or wooden sleepers.

Cawnpore-Burhwal.—Where the line is not mixed gauge, it is laid with new 50 lb. steel rails.

(b) *Ballast.*—The line is ballasted throughout, either with sand or earth with a covering of broken brick or kunkur, or kunkur stone or shingle.

(c) *Bridges.*—The following are the important bridges of 1,000 feet and over:—Dufferin (between Moghal Serai and Kashi), 7 spans of 331 feet and 9 spans of 103 feet; Sai (between Jalalganj and Zafrabad), 2 spans of 58'8 feet and 16 spans of 57'5 feet; Goomtee (between Zafrabad and Jaunpur City), 16 spans of 82 feet; Ganges (between Ganges bridge and Cawnpore), 23 spans of 100 feet, 2 spans of 96 feet and 2 spans of 40 feet; Gurrah (between Shâhjahanpur and Banthra), 18 spans of 66 feet; Ramgunga (between Bareilly and Basharatgunj), 31 spans of 56 feet, 1 span of 72 feet, 1 span of 58 feet and 1 span of 55 feet; Ganges (between Bahrâla and Rajghat), 33 spans of 80 feet; Kosi (between Râmpur and Rajhera), 10 spans of 98'56 feet; Ramgunga (between Rajhera and Moradabad), 10 spans of 200 feet; Bangunga (between Raisi and Lhaksar), 14 spans of 92'6 feet; Ganges (between Balawali and Raisi), 11 spans of 249 feet; Solani (between Landhaura and Lhaksar), 11 spans of 149'58 feet.

(d) *Fencing.*—The line is fenced throughout, except on the Hardwar-Dehra branch which is only partially fenced.

(e) *Curves.*—There are no curves of a shorter radius than 1,000 feet, except on the Cawnpore-Burhwal railway where the sharpest curve has a radius of 573 feet.

(f) *Gradients.*—Of a total open mileage on the system of 1149'17 miles, 9'30 miles are on a gradient of 1 in 80 or steeper.

Appendix 47.
History of railways.

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
9 (j)	PALANPUR-DEESA— (See Bombay, Baroda and Central India system.)				
4 (c)	PARLAKIMEDI LIGHT— (See Bengal-Nágpur system.)				
9 (d) & (e)	PETLAD-CAMBAY— (See Bombay, Baroda and Central India system.)				
23 (d)	PONDICHERY— (See South Indian system)				
17 (c)	POWAYAN LIGHT— (See Rohilkund and Kumaon system.)				
4 (b)	RAIPUR-DHAMTARI— (See Bengal-Nágpur system.)				
9 (l)	RAJPIPLA— (See Bombay, Baroda and Central India system.)				
7 (c)	RAJPURA-BHATINDA— (See North Western system.)				
9 (g)	RAJPUTANA-MALWA— (See Bombay, Baroda and Central India system.)				

DIX 47--continued.

Appendix 47.
History of railways.

on the 31st December 1901, alphabetically arranged.

REMARKS.

P. T. O.

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
28 (a)	RĀNAGHAT-KRISHNAGAR LIGHT— (2' 6" gauge.) Right bank of the Churni river (Aistala Ghát) near Rānaghat to Krishnagar	Decr. 1895.	5-4-99	20·25	
	TOTAL, RANAGHAT-KRISHNAGAR LIGHT .	...	...	...	20·25
28 (f)	REWAH— (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Ranaghat-Krishnagar Light railway—

- (a) The Ránaghat-Krishnagar Light railway is maintained and worked on the terms in Bengal Government, Public Works Department Notification No. 334, dated the 16th December 1895 under the following agreement:—

Agreement of—6th September 1895 (between the Ránaghat-Krishnagar Light Railway Company and the District Board of Nadia).

- (b) The general conditions are as follows:—

- (i) *Aid by the District Board.*—The District Board make up the net earnings of the Company to Rs. 1,473 per mile per annum constructed and declared open, limited to a maximum claim of Rs. 28,000 per annum.
- (ii) *Currency of agreement.*—The District Board may determine agreement by purchase under section 41, Act III of 1883 (Bengal Code), the amount payable being calculated at 20 years' purchase of the average net annual profits to the Company during the four years preceding, together with a bonus of 20 per cent. on the amount so arrived at.
- (iii) *Terms of working.*—When the net earnings of the Company, after deducting any commission payable to Agents, exceed 4 per cent. upon the capital, such surplus profits exceeding 4 per cent. and not exceeding 8 per cent. are divided equally between the Company and the District Board; and when the net earnings exceed 8 per cent. upon the capital, the Company receive one-fourth share of the surplus, the remaining three-fourths of such surplus being equally divided between the District Board and Government.
- (iv) *Rates and fares.*—The same rates and fares as are in force on the Howrah-Amta railway.
- (v) *General remarks.*—The line has been constructed on the old Government embankment made for the abandoned Ranaghat-Bhagwangola railway. On the 23rd February 1899, the Indian Railways Act, IX of 1890, except section 135 was applied to the line. A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway by a ferry worked by the Ránaghat-Krishnagar Light railway.

2. Details of construction.—

- (a) *Permanent-way.*—The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet.
- (b) *Ballast.*—The line is ballasted throughout with brick.
- (c) *Fencing.*—The line is unfenced.
- (d) *Curves.*—The sharpest curve is of 600 feet radius.
- (e) *Gradients.*—Of a total length of 20·25 miles, 0·80 mile is on a gradient of 1 in 300, or steeper.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
17 (a)	ROHILKUND AND KUMAON SYSTEM— (3' 3 $\frac{3}{8}$ " gauge.)				
	COMPANY'S SECTION—				
	Bhoojepura to Kathgodam	1882	12-10-84	53'92	
	TOTAL COMPANY'S SECTION . . . . .	...	...	...	53'92
17 (b)	LUCKNOW-BAREILLY STATE RAILWAY SECTION— (3' 3 $\frac{3}{8}$ " gauge.)				
	<i>Main line—</i>				
	Lucknow to Sitapur	8-10-84	15-11-86	55'00	198'55
	Sitapur to Lakhimpur		15-4-87	28'50	
	Lakhimpur to Gola Gokaran Náth		15-12-87	21'50	
	Gola Gokaran Náth to Pilibhit	27-12-89	1-4-91	57'55	
	Pilibhit to Bhoojepura	Bareilly to miles 4'62 on 17-3-82. Mile 4'62 to Pilibhit, 24- 2-83.	15-11-84	24'00	
	Bhoojepura to Bareilly		12-10-84	12'00	
	Total Main line . . . . .	...	...	...	198'55
	<i>Branches—</i>				
	Bareilly grain siding	24-3-92	1-4-94	1'75	
	<i>Dudhwa branch—</i>				
	Mailani to Sarda	Mailani to Dudhwa, 3-12-90; Dudhwa to Sonaripur 2-11-93	1-1-93	15'00	32'62
	Sarda to Sohela		10-3-93	8'50	
	Sohela to Sonaripur		18-3-94	7'37	
	Total Branches . . . . .	...	...	...	32'62
	TOTAL OPEN MILEAGE, LUCKNOW-BAREILLY . . . . .	...	...	...	231'17
	<i>Line under construction or sanctioned for construction—</i>				
	<i>Dudhwa branch—</i>				
	Dudhwa to Mohan river	12-4-01	...	5'96	
	Total Line under construction . . . . .	...	...	...	5'96
	TOTAL, LUCKNOW-BAREILLY SECTION . . . . .	...	...	...	237'13
17 (c)	POWAYAN LIGHT— (2' 6" gauge.)				
	Shahjahanpur to Powayan	Jany. 1889. Feby. 1894.	17-6-90	17'00	39'50
	Powayan to Khotar		19-5-91	14'00	
	Khotar to Mailani		22-12-94	8'50	
	TOTAL, POWAYAN LIGHT . . . . .	...	...	...	39'50
	GRAND TOTAL, ROHILKUND AND KUMAON SYSTEM . . . . .	...	...	...	330'55

on the 31st December 1901, alphabetically arranged.

Appendix 47.
History of railways.

REMARKS.

1. Lines comprising system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3 $\frac{3}{8}$ " gauge)	53'92	...	53'92
(b) Lucknow-Bareilly State railway (3' 3 $\frac{3}{8}$ " gauge)	231'17	5'96	237'13
(c) Powayan light railway (2' 6" gauge)	39'50	...	39'50
Total	324'59	5'96	330'55

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways.—

(a) The Rohilkund and Kumaon, and Lucknow-Bareilly State railways are worked under the following contracts—

Contract of—12th October 1882.—Rohilkund and Kumaon Railways Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly State railway and the Rohilkund and Kumaon Company's line as one system. (Principal contract).

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

(b) The general conditions of the contracts are as follows:—

(i) *Government aid.—Company's section.*—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased after 31st December 1894. Land was provided free, subject to the condition that the Company pay on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.*Lucknow-Bareilly section.*—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was also provided free of charge.*Note.*—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3 $\frac{1}{2}$ per cent. per annum under agreement dated the 5th February 1901.(ii) *Terms of contract.*—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.(iii) *Currency of contracts.*—*Rohilkund and Kumaon railway.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932) by giving 12 months' notice. If the contract terminate by such notice or by efflux of time, Government is to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. The Government may also determine the contract at any time on six months' notice, if the Company fail to observe their obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove their property within nine months from termination of contract, otherwise it becomes the property of the Government.*Lucknow-Bareilly State railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year by giving twelve months' notice. In the event, however, of the original contract dated the 12th October 1882 terminating by efflux of time or under notice of purchase or notice of determination, this contract *ipso facto* also terminates at the same time. Government may also terminate the contract if the Company fail to observe their obligations after six months' notice. On determination of the contract, Government resume possession of the State railway on payment to the Company of the amount of the capital received or take over their liabilities with respect to such capital.(iv) *Power of Company to surrender contract.*—Nil.(v) *Terms of working.—Company's section.*—During the period that the Government are liable to pay interest, the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently, half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, is to be applied in repayment to Government of arrears of Guaranteed interest and of interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897, Government are to receive half the surplus profits in excess of 6 per cent.*Note.*—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as their share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
17 (a)	ROHILKUND AND KUMAON SYSTEM— <i>concl.</i>				
16 (c)	SAGauli-RAXAUL— (See Bengal and North-Western system.)				
11 (e)	SHORANUR-COCHIN— (See Madras system.)				
1 (c)	SOUTH BEHAR— (See East Indian system.)				

DIX 47—continued.

on the 31st December 1901, alphabetically arranged.

REMARKS.

2. Rohilkund and Kumaon and Lucknow-Bareilly State railways—concluded.

(b) General conditions—concluded.

(v) *Terms of working*—concluded.

Lucknow-Bareilly section.—The working expenses of the system are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied:—in meeting payment of interest on the debentures, and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; in payment to Government of interest at 4 per cent. on their capital in the undertaking; the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

(vi) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

3. Powayan Light railway—The working and maintenance of this railway was taken over by the Rohilkund and Kumaon Railway Company from the 17th December 1900. The agreement is under consideration.

4. General remarks—The Rohilkund and Kumaon railway works over 12·00 miles of the Lucknow-Bareilly State railway from Bhojpur to Bareilly.

The following length of the Lucknow-Bareilly State railway is worked over by the Cawnpore-Burhwal, 3' 3½" gauge, link: Daliganj to Aishbagh, 3·66 miles.

5. Details of construction.—

(a) *Permanent-way.*—The line is laid principally with 41½ lb. steel rails (with the exception of the old Oudh and Rohilkhand railway 60 lb. steel rails between Daliganj and Lucknow Junction), and s&h, asna and deodar sleepers. On the Powayan Light railway, the rails are flat-bottomed steel, weighing 25 lb. to the yard, laid on sal sleepers.

(b) *Ballast.*—The ballast consists of brick, shingle and kunker. The Powayan Light railway is earth ballasted.

(c) *Fencing.*—The system is unfenced except at stations.

(d) *Curves.*—The only curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0·63 mile.

(e) *Gradients.*—Of a total mileage of 324·59 miles on the system, 13·70 miles are on a gradient of 1 in 100 or steeper.

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
23 (a)	SOUTH INDIAN SYSTEM— (3' 3 $\frac{1}{2}$ " gauge).				
	MADRAS-TUTICORIN SECTION—				
	<i>Main line—</i>				
	Madras (Beach Joint to Beach old)	1900	15-1-00	0'33	
	Madras Beach old to Park zero		1-1-79	1'60	
	Madras (Park zero) to Tindivanam	25-2-73	1-9-76	76'05	
	Tindivanam to Cuddalore old town		1-1-77	52'01	
	Cuddalore old town to Porto Novo		1-7-77	17'15	
	Porto Novo to Chidambaram		1-10-78	6'73	
	Chidambaram to Coleroon		1-7-79	4'57	
	Coleroon to Shiyali	12-6-74	1-1-78	6'06	
	Shiyali to Mâyavaram		1-7-77	12'24	
	Mâyavaram to Tanjore		15-2-77	43'76	
	Tanjore to Trichinopoly Junction	May '59	11-3-62	31'14	
	Trichinopoly Junction to Madura		1-9-75	96'04	
	Madura to Tuticorin	2-3-72	1-1-76	98'71	
	Tuticorin to Foreshore	1899	7-8-99	0'41	
	Total Main line . . . . .	...	...	...	446'80
	<i>Branches—</i>				
	<i>Arkonam branch—</i>				
	Chingleput to Wálanjábád		1-8-80	13'66	
	Wálanjábád to Conjeeveram	Nov. '79	1-1-81	7'94	
	Conjeeveram to Arkonam	11-3-64	8-5-65	17'65	
	<i>Pondicherry branch—</i>				
	Villupuram to Gingee river, inclusive of bridge over the river	May '79	15-12-79	39'25	
				16'47	
	<i>Nagore branch—</i>				
	Tanjore to Tiruvallúr	May '59	2-12-61	33'83	
	Tiruvallúr to Negapatam		15-7-61	14'33	
	Negapatam to Nagore	11-11-98	1-12-99	4'67	
				52'83	
	<i>Pulliarpati Quarry branch—</i>				
	Tanjore to buffer end, Pulliarpati quarry	1898	1-7-98	4'57	
	<i>Erode branch—</i>				
	Trichinopoly Junction to Fort		11-3-62	2'52	
	Trichinopoly Fort to Karúr	May '59	3-12-66	44'65	
	Karúr to Kodumudi		1-7-67	16'70	
	Kodumudi to Erode		1-1-67	23'54	
				87'41	
	<i>Tinnevelly branch—</i>				
	Maniyáchi to Tinnevelly	2-3-72	1-1-76	18'23	
	<i>Wharf branch—</i>				
	Cuddalore old town to Wharf	1899	7-8-99	1'54	
	<i>Capper quarry branch—</i>				
	Junction with main line to Capper Quarry	1900	15-4-00	0'86	
	<i>Salt branch—</i>				
	Tuticorin to buffer end of Sevandacolam salt siding		12-11-99	2'14	
	Junction of Sevandacolam salt siding to buffer end of Livingepuram	1899	12-11-99	0'25	
				2'39	
	Total Branches . . . . .	...	...	...	223'55
	TOTAL, MADRAS-TUTICORIN SECTION . . . . .	...	...	...	670'35
	Carried over . . . . .	...	...	...	670'35

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Lines comprising system.—The South Indian railway system is made up of—

	Open line. Miles.	Under construction. Miles.	Total. Miles.
(a) South Indian railway (3' 3½" gauge)	1,033·63	150·66	1,184·29
(b) Tanjore District Board (Mayavaram-Mutupet) railway (3' 3½" gauge)	54·08	44·86	98·94
(c) The Karaikkal-Peralam railway (3' 3½" gauge)	14·65	...	14·65
(d) Pondicherry railway (3' 3½" gauge)	7·85	...	7·85
(e) <i>Tinnevelly-Quilon (Travancore) branch (Native State section) (3' 3½" gauge)</i>	...	57·94	57·94
Total	1,110·21	253·46	1,363·67

2. South Indian railway.—

(a) The South Indian railway is worked under the following contract—

Contract of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

(b) The general conditions of the contract are as follows:—

- (i) *Terms of contract.*—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock, which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required to be either provided by the Secretary of State, or raised by the Company under guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

* Company's stock at date of purchase	...	3,208,280
Premium	...	989,277
		4,197,557

- (ii) *Currency of contract.*—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe their obligations, or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company their capital of £1,000,000 and any further capital raised by them and paid to Government.

- (iii) *Power of Company to surrender contract.*—Nil.

- (iv) *Terms of working.*—The net receipts to be applied in payment to Government of—the equivalent in rupees of interest at 4½ per cent. on £425,000 irredeemable debenture stock of the old Company (at "the prescribed rate" of exchange); 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts, after deducting the sums of Rs. 1,40,00,000 and Rs. 59,50,000 (the contract equivalents of the Company's capital and of the irredeemable debenture stock respectively); and in payment of the residue to Government and the Company in the ratio of the respective capital amounts contributed by each.

- (v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company are permitted to vary their rates.

- (vi) *General remarks.*—The line from Negapatam to Erode was commenced in May 1859 by the late Great South Indian Railway Company and was completed on the 5' 6" gauge. It was converted to 3' 3½" gauge in sections as follows:—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system and was completed on the 3' 6" gauge. It was converted to 3' 3½" gauge in July 1878.

On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company called the "South Indian Railway Company Limited," the whole now forming the South Indian railway system.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
23 (a)	SOUTH INDIAN SYSTEM—continued. (3' 3 $\frac{3}{8}$ " gauge.)				
	Brought forward . . .	...	...	...	670'35
	VILLUPURAM-DHARMAVARAM SECTION—				
	<i>Main line—</i>				
	Villupuram to Tiruvannámalai	Nov. '88	17-11-90	41'80	
	Tiruvannámalai to Pákala		18-3-91	96'55	
	Pákala to Váyalpád		1-1-92	46'69	
	Váyalpád to Dharmavaram		1-3-92	94'14	
	Total Main line . . . . .	...	...	279'18	
	<i>Branch—</i>				
	<i>Gudur branch—</i>				
	Pakala to Tirupati West.	Nov. '88	18-3-91	25'05	
	Tirupati to Gudur	15-11-83	15-9-87	59'05	
	Total Branch . . . . .	...	...	84'10	
	TOTAL, VILLUPURAM-DHARMAVARAM SECTION . . . . .	...	...	...	363'28
	TOTAL OPEN MILEAGE, SOUTH INDIAN PROPER . . . . .	...	...	...	1,033'63
	<i>Lines under construction or sanctioned for construction—</i>				
	Madura to Mandapam	21-4-99	...	91'26	
	Tiruppachetti to Sivagunga	21-4-99	...	9'00	
	<i>Tinnevelly-Quilon (Travancore branch)—(British section).</i>				
	Tinnevelly to Shencottah	21-4-99	...	50'33	
	Total Lines under construction . . . . .	...	...	...	150'66
	GRAND TOTAL, SOUTH INDIAN PROPER . . . . .	...	...	...	1,184'29
	Carried over . . . . .	...	...	...	1,184'29

REMARKS.

3. The Tanjore District Board (Mayavaram-Mutupet) railway—

(a) The Tanjore District Board (Mayavaram-Mutupet) railway is worked under the following contract:—
Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—Land was provided free of cost.

(ii) *Terms of contract*.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900, the Tanjore District Board took over the Government section and became sole owners, the purchase money, Rs. 26,00,000, being treated as a loan at 4 per cent. per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

(iii) *Currency of contract*.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on twelve months' notice, by assuming liability for any debentures which the District Board may have issued, and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances, this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R.C., dated 5th March 1898).

(iv) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking *plus* 5 per cent. on the gross receipts of the line for use of rolling-stock, and in addition all other charges properly debitable to revenue.

(v) *Rates and fares*.—To be agreed upon from time to time between Government and Company within the maxima and minima in force on the undertaking.

(vi) *General remarks*.—The money for this railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by guaranteeing a company.

4. Karaikkal-Peralam railway.—The agreement for working the line has not as yet been finally approved.

5. Pondicherry railway—

(a) The Pondicherry railway is worked under the following contract:—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

(b) The general conditions of the contract are as follows:—

(i) *Currency of contract*.—The contract will be terminable by either party, on giving 6 months' notice expiring on the 31st December in any year.

(ii) *Terms of working*.—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry line.

(iii) *Rates and fares*.—Same as on the South Indian railway.

(iv) *General remarks*.—The line is in French territory and was constructed with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

6. Tinnevely-Quilon (Travancore branch)—(Native State section).—The contract is under execution in England.

7. Details of construction—

(a) *Permanent-way*.—The main line from the Beach at Madras to Tuticorin is laid with 50lb. rails on cast iron pots; the rest of the line is laid with various descriptions of rails and sleepers.

(b) *Ballast*.—The line is ballasted.

Appendix 47.
History of railways.

APPEN

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
23 (a)	SOUTH INDIAN SYSTEM—concluded. (3' 3 $\frac{3}{8}$ " gauge.)				
	Brought forward . . .	...	...	...	1,184.29
23 (b)	TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET) RAILWAY—				
	Tiruvallur-Mutupet	June 1890	} 2-4-94	54.08	
	Máyavaram-Tiruvallur	10-8-91			
	Total Open mileage . . .	...	...	...	54.08
	<i>Line under construction or sanctioned for construction—</i>				
	Mutupet to Arantangi	15-11-00	*Portion in April 1902, remainder uncertain.	44.86	
	Total Line under construction . . .	...	...	...	44.86
	TOTAL, TANJORE DISTRICT BOARD RAILWAY . . .	...	...	...	98.94
23 (c)	KARAIKKAL-PERALAM— (3' 3 $\frac{1}{2}$ " gauge.)				
	Karaikkal to Peralam . . . . .	...	14-3-98	14.65	
	TOTAL KARAIKKAL-PERALAM . . .	July 1895	...	...	14.65
23 (d)	PONDICHERRY— (3' 3 $\frac{3}{8}$ " gauge.)				
	Left bank of Gingee river to Pondicherry	June 1878	15-12-79	7.85	
	TOTAL, PONDICHERRY . . .	...	...	...	7.85
	<i>Line under construction or sanctioned for construction.</i>				
23 (e)	TINNEVELLY-QUILON (TRAVANCORE BRANCH)—(Native State section)— (3' 3 $\frac{3}{8}$ " gauge.)				
	Quilon to the frontier of the Travancore State	15-5-99	...	57.94	
	TOTAL, TINNEVELLY-QUILON (NATIVE STATE SECTION) . . .	...	...	...	57.94
	GRAND TOTAL, SOUTH INDIAN SYSTEM . . .	...	...	...	1,363.67

* Probable date of opening.

DIX 47—continued.

on the 31st December 1901, alphabetically arranged.

REMARKS.

7. Details of construction—concluded.

- (d) *Bridges*.—The following are the important bridges of 1,000 feet length and over: Palar (between Kolatur North and Padalam), 18 spans of 120 feet; Ponnar (between Serndanur and Panruti), 17 spans of 100 feet; Gadilam (between Nellikuppam and Cuddalore N. T.), 15 spans of 100 feet; New Coleroon (between Chidambaram and Coleroon), 14 spans of 150 feet; Vaigai (between Samayanallur and Madurai), 15 spans of 70 feet; Gingee (between Kunalamungalam and Villiarur), 7 spans of 150 feet; Amravati (between Karur and Pugalur), 20 spans of 50 feet; Palar (between Vellore and Katpadi), 13 spans of 150 feet.
- (e) *Fencing*.—The South Indian and Pondicherry railways have aloe and wire fencing (with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections which are unfenced). The Tanjore District Board (Mayavaram-Mutupet) and Karaikkal-Peralam railways are unfenced.
- (f) *Curves*.—There are only 1·04 miles of curves under a radius of 1,000 feet.
- (g) *Gradients*.—Of a total open mileage of 1,110·21 miles on the system, 307·44 miles are on a gradient of 1 in 200 or steeper.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM— (3' 3½" gauge.)				
	COMPANY'S SECTION—				
	<i>Main Line—</i>				
	Frontier to Castle Rock . . . . .	...	3-2-88	3'63	
	Castle Rock to Deuli . . . . .	...	15-6-87	2'75	
	Deuli to Dhárwár . . . . .	...	24-1-87	56'00	
	Dhárwár to Hospet	} Bellary to Hubli, Nov. '81. {	1-7-85	101'25	
	Hospet to Bellary		24-3-84	40'51	
	Bellary to Guntakal . . . . .	...	16-5-87*	29'99	
	Guntakal to Nandyál	} 26-9-83 {	11-7-87	90'25	
	Nandyál to Cumbum		15-6-90	63'18	
	Cumbum to Tadépalli		3-10-89	122'41	
	Total Main line . . . . .	...	...	...	509'97
	<i>Branches—</i>				
	<i>Harihar branch—</i>				
	Hubli to Harihar (temporary station) . . . . .	...	18-10-86	} 81'00	
	Temporary station to permanent station . . . . .	...	21-2-89		
	<i>Bijapur branch—</i>				
	Gadag to Hotgi	April 1879	1-8-84	173'08	
	<i>Poona branch—</i>				
	Londa to Belgaum . . . . .	...	21-3-87	33'00	
	Belgaum to Miraj	} 29-11-83 {	22-12-87	85'01	
	Miraj to Koregaon		2-5-87	76'00	
	Koregaon to Ghorpuri		18-11-86	83'07	
	Ghorpuri to Poona		4-10-90	0'91	
				277'99	
	Total Branches . . . . .	...	...	...	532'07
	GRAND TOTAL, COMPANY'S SECTION . . . . .	...	...	...	1,042'04
	Carried over . . . . .	...	...	...	1,042'04

* Dates of opening of original 5' 6" gauge line: Guntakal to Virapur, 16th January 1871; Virapur to Bellary, 1st March 1871.

REMARKS.

1. Lines comprising system.—The Southern Mahratta railway system is made up of—

	Open line. Miles.
(a) Southern Mahratta railway (3' 3½" gauge)	1,042'04
(b) Mysore section (Southern Mahratta) (3' 3½" gauge)	296'36
(c) Guntakal-Mysore frontier railway (3' 3½" gauge)	119'50
(d) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge)	51'35
(e) Birur-Shimoga railway (3' 3½" gauge)	37'92
(f) Kolhapur railway (3' 3½" gauge)	29'27
(g) Mysore-Nanjangud railway (3' 3½" gauge)	15'66
Total	1,592'10

2. Southern Mahratta railway—

(a) The Southern Mahratta railway is worked under the following contracts :—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

(b) The general conditions of the contracts are as follows :—

- (i) *Government aid*.—Interest in sterling on share capital at 3½ per cent. is guaranteed. Land was also provided free.
- (ii) *Terms of contract*.—The contract provides that the Company raise £3,000,000, and that any further moneys required shall be supplied by the Secretary of State.
- (iii) *Currency of contracts*.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fail to observe their obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice, Government is to repay to the Company the amount of the par value of the share capital paid to Government.
- (iv) *Power of Company to surrender contracts*.—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.
- (v) *Terms of working*.—Up to the 31st December 1890, the net receipts belonged to Government unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890, three-fourths of the net receipts go to Government and one-fourth to the Company.
- (vi) *Rates and fares*.—To be fixed from time to time by the Company with the approval of Government.
- (vii) *General remarks*.—The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5' 6" to 3' 3½" gauge on the 16th May 1887.

3. Mysore section (Southern Mahratta)—

(a) The Mysore section is worked under the following contract :—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

(b) The general conditions of the contract are as follows :—

- (i) *Government aid*.—Guarantee of interest in sterling at 4 per cent. on £ 1,200,000 debenture stock.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM— <i>continued</i> . (3' 3½" gauge.)				
	Brought forward	...	...	...	1,042·04
21 (b)	MYSORE SECTION—				
	Mysore to Mandya	20-9-77	25-2-82	28·11	
	Mandya to Channapatna		20-3-81	23·25	
	Channapatna to Bangalore		1-2-81	34·75	
	Bangalore to Tumkur	6-10-82	11-8-84	43·00	
	Tumkur to Gubbi	18-1-84	26-12-84	11·00	
	Gubbi to Birur . . . . .	...	12-8-89	76·57	
	Birur to Harihar . . . . .	...	21-2-89	79·68	
	TOTAL, MYSORE SECTION	...	...	...	296·36
	Carried over	...	...	...	1,338·40

REMARKS.

2. Mysore section (Southern Mahratta)—concluded.

(b) General conditions—concl'd.

(ii) *Terms of contract.*—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

(iii) *Currency of contract.*—Government may determine the contract at any time, on six months' notice should the Company fail to observe their obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta system determine, then this contract also determines. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liability in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—Net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.

(vi) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

4. Guntakal-Mysore Frontier railway.—

(a) The Guntakal-Mysore Frontier section is worked under the following contract:—

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line is the property of Government.

(ii) *Currency of contract.*—The same as the Southern Mahratta railway.

(iii) *Power of Company to surrender contract.*—The same as the Southern Mahratta railway.

(iv) *Terms of working.*—The working expenses of the entire system of railways worked by the Company (including this railway) are divided between this railway and the other railways worked, in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts, *plus* 1 per cent. of the latter as a contribution to the Southern Mahratta railway Provident Fund. The residue is paid to Government.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

5. Hindupur (Yesvantpur-Mysore Frontier) and Birur-Shimoga railways—

(a) The Hindupur and Birur-Shimoga railways are worked under the following contract:—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working and maintenance.

(b) The general conditions of the contract are as follows:—

(i) *Government aid.*—The lines are the property of the Mysore State.

(ii) *Currency of contract.*—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract, the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.

(iii) *Terms of working.*—The working expenses of the system are divided between these railways and the others, comprising the system in proportion to their gross earnings. The company retain the share attributable to these lines, *plus* 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class : No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
2I (a)	SOUTHERN MAHRATTA SYSTEM—continued.				
	Brought forward . . . . .	...	...	...	1,338.40
2I (c)	GUNTAKAL-MYSORE FRONTIER — (3' 3½" gauge.)				
	Guntakal to Dharmavaram	June '89	1-3-92	62.95	
	Dharmavaram to Hindúpur	26-1-91	23-4-93	49.28	
	Hindúpur to Mysore Frontier	August '91	17-9-93	7.27	
	TOTAL, GUNTAKAL-MYSORE FRONTIER . . . . .	...	...	...	119.50
2I (d)	HINDUPUR (YESVANTPUR-MYSORE FRONTIER)— (3' 3½" gauge.)				
	Yesvantpur to Dodballapur	} March '90 {	15-12-92	19.93	
	Dodballapur to Mysore Frontier		17-9-93	31.42	
	TOTAL, HINDUPUR . . . . .	...	...	...	51.35
2I (e)	BIRUR-SHIMOGA— (3' 3½" gauge.)				
	Birur to Shimoga	12-8-96	1-12-99	37.92	
	TOTAL, BIRUR-SHIMOGA . . . . .	...	...	...	37.92
2I (f)	KOLHAPUR— (3' 3½" gauge.)				
	Kolhápúr to Miraj	February '88	21-4-91	29.27	
	TOTAL, KOLHAPUR . . . . .	...	...	...	29.27
2I (g)	MYSORE-NANJANGUD— (3' 3½" gauge.)				
	Mysore to Nanjangud . . . . .	...	1-12-91	14.90	
	Nanjangud station to Nanjangúd town . . . . .	...	12-7-99	0.76	
	TOTAL, MYSORE-NANJANGUD . . . . .	...	...	...	15.66
	GRAND TOTAL, SOUTHERN MAHRATTA SYSTEM . . . . .	...	...	...	1,592.10

REMARKS.

6. Kolhapur railway.—

- (a) The Kolhapur railway is worked under the following contract:—

Contract of—17th July 1891 (between the Kolhapur Darbar and the Southern Mahratta Railway Company) for working and maintenance.

- (b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The line is the property of the Kolhapur State.

(ii) *Currency of contract*.—The contract may be terminated, upon six months' notice, by either party.

(iii) *Terms of working*.—The working expenses of the system are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retain the share attributable to these lines, *plus* 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(v) *Rates and fares*.—The same as in force on the Southern Mahratta railway.

7. Mysore-Nanjangud railway.—

- (a) The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

- (b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The line is the property of the Mysore State.

(ii) *Currency of contract*.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company make over to the Mysore Government the railway and works and pay to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed, to be taken over by the Mysore Government at a valuation.

(iii) *Terms of working*.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between the Nanjangud railway and the other railways comprised in the Company's system in the proportion which the gross receipts of the Nanjangud railway bear to the gross receipts of such other railways, and the sum so ascertained, together with cost of new minor works, representing the working expenses of the Nanjangud railway are retained by the Company and the residue paid to the Mysore Government.

(v) *Rates and fares*.—To be fixed by the Company with the approval of Government.

8. General remarks—The Southern Mahratta railway has running powers over 299 miles of the North-East line, Madras railway, from Tadépalli to Bezwada.

9. Details of construction—

- (a)
- Permanent-way*
-

Southern Mahratta railway.—The permanent-way consists of 41½ lb. steel rails on wooden and steel sleepers, except for the portion from the Portuguese Frontier to Castle Rock which is laid with 62 lb. rails. A portion of the line is being relaid with 50 lb. rails.

Mysore section, Birur-Shimoga and Mysore-Nanjangud railways.—The permanent-way consists of 41½ lb. steel rails laid on Mysore teak sleepers.

Guntakal-Mysore Frontier and Kolhapur railways.—The permanent-way consists of 41½ lb. flat-footed steel rails laid on steel sleepers.

Hindupur railway.—The rails used are of the State railway type, weighing 50 lb. to the yard, on the ghât section, 11 miles in length, and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.

Appendix 47.
History of railways.

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History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
21 (a)	SOUTHERN MAHRATTA SYSTEM—concluded.				
7 (b)	SOUTHERN PUNJAB (DELHI-SAMASATA). (See North Western system.)				
23 (b)	TANJORE DISTRICT BOARD (MAYAVARAM- MUTUPET RAILWAY)— (See South Indian system.)				
9 (b)	TAPTI VALLEY. (See Bombay, Baroda and Central India system.)				
27 (a)	TARAKESHWAR-MAGRA LIGHT.— (2' 6" gauge). Tarakeshwar to Basua Basua to Magra TOTAL, TARAKESHWAR-MAGRA	 } 18-12-91 { 	 7-11-94 8-3-95 ...	 12'50 18'62 ...	 31'12
1 (d)	TARKESSUR— (See East Indian system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

9. Details of construction—concl'd.

(b) *Ballast*.—The system is ballasted throughout.(c) *Tunnels*.—The following are the important tunnels of 500 feet length and over :—Castle Rock (between Dadrajar and Castle Rock), 1,242 feet; Nandiconana (between Chelama and Diguva-metta), 1,527 feet; tunnel at mile 265½, 560 feet; tunnel No. 1 (between Phursangi and Alandi), 536 feet; tunnel No. 2 (between Rajiwadi and Alandi), 630 feet; and tunnel at mile 214·2 (between Wathar and Adhorki), 500 feet. There are two other tunnels aggregating 684 feet in length.(d) *Bridges*.—The important bridges of 1,000 feet length and over are as follows :—Tungabhadra (between Muniabad and Hospet), 38 spans of 60 feet; Hagari (between Bellary and Hagari), 34 spans of 64 feet; Kistna (between Kudchi and Shedbal), 14 spans of 150 feet; Ghatprabha (between Dhupdhal and Gokak Road), 45 spans of 40 feet; Malprabha (between Alur and Badami), 12 spans of 100 feet; Kistna (between Sitimani and Alimati), 21 spans of 150 feet; Bherwa (between Lachyan and Tadval), 14 spans of 150 feet; Wardha (between Hattimattur and Karajgi), 15 spans of 60 feet; Tungabhadra (between Chalgeri and Harihar), 16 spans of 60 feet; Pennar (between Khadarpett and Kalluru), 11 spans of 150 feet; Rapthad (between Anantapur and Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringapatam), 9 spans of 30 feet, and 24 spans of 27½ feet; Cauvery (between Seringapatam and Pascham-vahini), 13 spans of 30 feet, and 16 spans of 27½ feet and Dhorabavi viaduct (between Chelama and Diguva-metta), 1 span of 250 feet, 2 spans of 150 feet and 1 span of 66½ feet.(e) *Fencing*.—The system is only partially fenced, except the Hindupur railway, which is fenced throughout.(f) *Curves*.—The sharpest curves vary from 600 feet to 955 feet radius.(g) *Gradients*.—Of a total open mileage of 1,592·10 miles on the system 576·20 miles are on a gradient of 1 in 100, or steeper.

1. Tarakeshwar-Magra Light railway—

(a) The Tarakeshwar-Magra Light railway is maintained and worked on the terms in Bengal Government, Public Works Department, Notification No. 1 of the 4th January 1896 under the following agreement :—

Agreement of—15th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

(b) The general conditions are as follows :—

(i) *Currency of contract*.—In the event of the District Board wishing to purchase the railway at the end of 21 years, under the provisions of section 41 of the Bengal Tramways Act, 1883, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.(ii) *Terms of working*.—The line is worked by the owning Company.(iii) *Rates and fares*.—Certain maxima have been fixed within which the Company is permitted to vary its rates.(iv) *General remarks*.—On the 13th January 1899 the Indian Railways Act IX of 1890, except section 135, was applied to the line.

2. Details of construction—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder.(b) *Ballast*.—The line is laid with sand ballast and brick boxing.(c) *Fencing*.—The line is partially fenced.(d) *Curves*.—The sharpest curve is of 955 feet radius and is 0·18 mile in length.(e) *Gradients*.—Of a total open mileage of 31·12 miles, 0·49 mile is on a gradient of 1 in 350, which is the steepest gradient on the line.

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
29 (a)	TEZPUR-BALIPARA LIGHT— (2' 6" gauge).				
	Tezpur ghat to Bindukuri	Oct. 1894	9-8-94	8'10	
	Bindukuri to Balipara		1-9-95	12'00	
	TOTAL, TEZPUR-BALIPARA . . . . .	...	...	...	20'10
34 (a)	THATON-DUYINZAIK LIGHT— (2' 6" gauge.)				
	Thatôn to Duyinzaik	1883	11-2-85	7'76	7'76
	TOTAL, THATÔN-DUYINZAIK . . . . .	...	...	...
23 (c)	TINNEVELLY-QUILON (TRAVANCORE BRANCH) (Native State section)— (See South Indian system.)				
16 (b)	TIRHOOT— (See Bengal and North-Western system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Tezpur-Balipara Light railway.—

(a) The Tezpur-Balipara Light railway is maintained and worked under—

Terms—contained in notification issued by the Chief Commissioner of Assam under No. 33 of 1st June 1895.

(b) The general conditions are as follows:—

(i) *Government aid*.—Land alone was provided free of cost.(ii) *Currency of terms*.—The Secretary of State can, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract, and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice, and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.(iii) *Terms of working*.—The line is worked by the owning Company.(iv) *Rates and fares*.—Certain rates and fares have been fixed.(v) *General remarks*.—On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. Details of construction.—

(a) *Permanent-way*.—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on uriam and nahor sleepers, 2,200 to the mile.(b) *Ballast*.—The line is unballasted.(c) *Fencing*.—The line is fenced round stations only.(d) *Curves*.—There are two curves of a radius of 500 feet on the first mile, the lengths of which are 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.(e) *Gradients*.—Of a total open mileage of 20·10 miles, 1·76 miles are on a gradient of 1 in 125 or steeper.

1. Thaton-Duyinzaik Light railway—

(a) The Thaton-Duyinzaik Light railway is worked under the following contract:—

Contract of—10th January 1884, (between the Secretary of State and G. E. L. Dawson, Esq., of Rangoon) for construction and working.

(b) The general conditions of the contract are as follows:—

(i) *Government aid*.—The line receives a subsidy of Rs. 100 per mensem.(ii) *Currency of contract*.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway, upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract, if the railway is not worked for six consecutive calendar months or if the promoter fails to carry out the agreement.(iii) *Terms of working*.—The railway is worked and maintained by the promoter.(iv) *Rates and fares*.—Certain maxima have been fixed within which the promoter is permitted to vary the rates.

2. Details of construction.—

(a) *Permanent-way*.—The rails are steel, Vignole's section, and weigh 20 lb. to the yard; the sleepers are of steel and wood.(b) *Ballast*.—The line is ballasted.(c) *Fencing*.—The line is unfenced.(d) *Curves*.—The total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.(e) *Gradients*.—Of a total open mileage of 7·76 miles, 0·82 mile is on a gradient of 1 in 80 or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
19 (a)	UDAIPUR-CHITOR— (3' 3½" gauge.)				
	Berach near Chitorgarh to Debari near Udaipur . .	Feby. 1894	1-8-95	60·39	
	Separate station at Chitorgarh	2-6-98 {	15-8-98	0·47	
	Debari to Udaipur		25-8-99	· 44	
	TOTAL, UDAIPUR-CHITOR .	...	...	...	67·30
9 (n)	VIJAPUR-KALOL-KADI— (See Bombay, Baroda and Central India system.)				

on the 31st December 1901, alphabetically arranged.

REMARKS.

1. Udaipur-Chitor railway—

(i) The line is owned and worked by the Udaipur State.

(ii) *General remarks.*—The Udaipur-Chitor railway was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, when the working was taken over by the Meywar Darbar.

2. Details of construction—

(a) *Permanent-way.*—The permanent-way consists of $41\frac{1}{4}$ lb. flat-footed steel rails, 30 feet long, laid on, deodar sleepers.

(b) *Ballast.*—The ballast consists of broken stone.

(c) *Fencing.*—The line is fenced round stations only.

(d) *Curves.*—On the Berach-Debari section, the sharpest curve is of 1,145 feet radius and is 0.54 mile in length; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet and is 0.16 mile in length.

(e) *Gradients.*—Of a total length of 67.30 miles, 2.14 miles are on a gradient of 1 in 100, or steeper.

History of railways constructed and in progress

Class: No.	Name and sections of railway.	Date of sanction.	Date of opening.	Mileage.	Total.
				Miles.	Miles.
22 (a)	WEST OF INDIA PORTUGUESE— (3' 3½" gauge.)				
	Mormugao to Sonauli.	18-4-88	17-1-87	41'00	
	Sonauli to the Portuguese frontier		3-2-88	10'11	
	TOTAL, WEST OF INDIA PORTUGUESE . . . . .	...	...	...	51'11

REMARKS.

1. West of India Portuguese railway.—

(a) The West of India Portuguese railway is worked under the following contracts:—

Contract of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

28th June 1893 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for working the portion of the line between the Portuguese Frontier and Castle Rock.

(b) The general conditions of the contracts are as follows:—

(i) *Government (Portuguese) aid.*—Five per cent. per annum is guaranteed on £ 800,000 and 6 per cent. on £ 550,000.(ii) *Currency of contracts.*—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1893, between the Southern Mahratta and West of India Portuguese Railway Companies is to continue in force, subject to amendment or determination on twelve months' notice by either party.(iii) *Power of Company to surrender contract.*—The Company can at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on their capital. On surrender of the contract, the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.(iv) *Terms of working.*—The net earnings to be applied—In payment of working expenses in excess of earnings in any previous year; in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.By agreement with the Southern Mahratta Railway Company for working the ghât section and Castle Rock station, the maintenance charges are borne by each railway within its own limits. The locomotive expenses are debited with $6\frac{1}{2}$ per cent. per annum on the cost of all buildings and works, and with 9 per cent. on sidings, the total being divided between the two railways in proportion to the number of engines of each stabled at Castle Rock. The Southern Mahratta railway furnish 3 ghât engines which will not perform more than $\frac{7}{3}$ of the total ghât engine-mileage, and if this is exceeded, the Southern Mahratta railway receive 8 annas per excess engine-mile. The Southern Mahratta railway pay the West of India Portuguese railway for haulage of the Southern Mahratta railway trains between Castle Rock and the Frontier, a sum calculated on the actual Southern Mahratta railway train-mileage at the West of India Portuguese railway average rate for train staff expenses per train-mile.(v) *Rates and fares.*—The maxima to be fixed by the Portuguese Government within the maxima in force on the Great Indian Peninsula railway, and not to be raised without the consent of that Government.

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

(vi) *General remarks.*—The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West coast.

2. Details of construction.—

(a) *Permanent-way.*—The permanent-way throughout is of 62 lb. State railway type with ten sleepers to the rail. The sleepers used are creosoted pine, sâl, teak and jamba.(b) *Ballast.*—The line is ballasted with laterite and blue stone.(c) *Tunnels.*—There are 12 tunnels and 2 covered ways, 5 of which are over 500 feet in length.(d) *Fencing.*—The line is partially wire-fenced.(e) *Curves.*—The sharpest curve is of a radius of 720 feet.(f) *Gradients.*—Of a total open mileage of 51.11 miles, 38 miles are on a gradient of 1 in 100, and 13 miles (ghats) on a gradient of 1 in 40.

APPENDICES
of
IMPORTANT DOCUMENTS.

APPENDIX A.

Memorandum, dated 19th March 1902, by the Honourable Mr. A. T. Arundel, C.S.I., I.C.S., on the anticipated capital expenditure on railways for the year 1902-1903.

In preparing the programme of anticipated railway capital expenditure for the year 1902-1903 I have kept the same classification as was adopted by my predecessor, Sir A. Trevor, last year. The proposed allotments for open lines (a) are first shown, including the provision of rolling-stock, and the other requirements for the maintenance and development of traffic; (b) next the funds necessary for the steady prosecution and early completion of lines already in progress; and finally (c) the amounts to be allotted for the construction of new lines.

Statement A shows these figures to be as follows :—

	Budget for 1902-1903. (000 omitted.) Rs.
(a) Open lines and rolling-stock	5,50,82
(b) Lines already under construction	4,54,76
	<hr/> 10,05,58
(c) New lines proposed to be begun in 1902-1903	94,42
	<hr/> 11,00,00

As explained by Sir A. Trevor last year, the principle followed has been that the amount required to meet the needs of open lines should be regarded as a first charge upon the money available for railway purposes; and that every effort should be made to provide in full for all demands arising out of the development of existing traffic; that next in order, provision should be made for the steady prosecution and early completion of lines in progress; and lastly, that provision should be made for undertaking new projects so far as the State is able to find money to complete them without financial embarrassment to the Government.

2. It will be seen that Statement A as now drawn up differs from Statement A of last year in omitting forecast figures for 1903-1904 and 1904-1905.

The reason for this change is that the figures are unavoidably misleading. It will be seen by a reference to last year's Statement A that the total "Forecast of Capital Expenditure on Railways" was as follows :—

1901-1902.	1902-1903.	1903-1904.
Rs.	Rs.	Rs.
10,32,44	6,83,13	5,28,31

But these rapidly diminishing figures did not at all mean that the total expenditure on railways would thus dwindle in 1902-1903 and 1903-1904. The amounts fell, because, in the absence of information as to the total amount that might be available for railway purposes generally in the next two years, it was impossible to say what new works could be undertaken in those two years, and consequently the figures only included the work which had already actually begun, or on which Government has actually incurred liabilities.

In the present statement therefore no detailed figures are given of the probable expenditure on railways in the years 1903-1904 and 1904-1905, as any such detail must necessarily be misleading, but it may be remarked there is no reason to suppose that the requirements for works necessary for dealing with existing traffic and the development of railways will be in any degree less in those years than during 1902-1903, on the contrary, it is probable that they will continue to increase year by year.

3. A modification has also been made in Statement B, "new lines to be taken up as funds permit." It has been found that no specified order of urgency can be strictly adhered to, and the new lines have therefore been grouped geographically. The foregoing changes merely adapt the statements more nearly to actual facts, and give form (paragraph 4) to Sir A. Trevor's intimation that, except in so far as it embodies the actual Budget provisions for the year next ensuing, the whole programme is provisional and liable to reconsideration.

4. Turning to the details of the year just closing, I note that the amount originally proposed for expenditure on Railway construction in 1901-1902 was Rs. 9,25,00,000, which was afterwards raised by supplementary grants to Rs. 10,32,44,000. There has, however, been a large lapse on this grant of about Rs. 93,89,000 owing to short outlay in England against the sums set aside for the purchase of rolling stock, stores, etc.

A portion of this has been utilized in commencing construction works on the Allahabad-Fyzabad and Jech-Doab railway, the Dhanbaid Chord and other lines in the Jherriah Colliery and the Kabul River Bridge. These lapses, however, cannot be foreseen until it is too late in the year to do much towards utilizing them by increased expenditure in India.

5. After providing for the requirements of "open lines" and "lines under construction," the programme for "new construction" provides for an expenditure of Rs. 1,89,68,000 in the forthcoming year on the following 12 projects:—

1. Allahabad-Fyzabad.
2. Jech-Doab.
3. Bengal-Nágpur, Jherriah and Grand Chord link.
4. East Indian railway, Grand Chord and Colliery lines.
5. Godhra-Baroda Chord.
6. Azhikal-Mangalore.
7. Henzada-Kyangin.
8. Ranaghat-Moorshedabad.
9. Lower Sind Extensions.
10. Rewari-Phulera Chord.
11. Indus Bridge (Khushalgarh).
12. Other military lines.

Owing to the lapses on the grant referred to above, it has been found possible to put in hand the first four projects during the current year, and the allotment now made of 130 lakhs will enable these lines to be carried on with energy.

It is intended to proceed with the next four projects during the approaching working season, so that full provision has been made for eight out of the twelve.

The remaining four will be held in abeyance at present, pending the usual consideration of the financial position next autumn, as it is not desirable to embark on new lines unless they can be carried to completion within a reasonable time.

6. In last year's memorandum it was said that owing partly to the unfortunate continuance of famine conditions during the earlier months of the year 1900-1901, and partly to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, a surplus of about $23\frac{1}{2}$ lakhs was expected in the railway revenue account of the year. This expectation has been more than fulfilled, the surplus amounted to over $48\frac{3}{4}$ lakhs.

The estimates for 1901-1902 allowed for a deficit of about $24\frac{3}{4}$ lakhs on the assumption that the ordinary improvement to be expected from general development of traffic and from additions to the open mileage would be counterbalanced by the loss of the specially heavy traffic due to famine. The revised estimates, however, anticipate a surplus of nearly $1\frac{1}{4}$ crores. This result is due chiefly to the large development of both passenger and goods traffic attendant on the return of more favourable seasons, but also in some degree to the continuance of the special famine traffic. The estimates for 1902-1903 anticipate a surplus of about $44\frac{1}{4}$ lakhs.

Appendix A.

Important documents.

Appendix A—continued.

7. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the year 1901-1902 :—

Year.	MILEAGE.				
	AT COMMENCEMENT OF YEAR.			DURING THE YEAR.	
	Opened.	Commenced, but not open.	Sanctioned, but not commenced.	Opened or likely to be opened.	Sanctioned.
1901-1902 	25,072	1,863*	282	457	633

* Of which 861 miles will probably be ready for opening in 1902-1903.

8. Statement C shows the lines under negotiation for construction by private agency.

9. Statement D is a memorandum on the construction of railways. It shows that, after making allowance for corrections of mileage, the total length of open line will be 25,528·88 miles ; of which there will be,—

					Miles.
Broad gauge 					14,089
Metre gauge 					10,725
2' 6" and 2' 0" gauges 					715
TOTAL				...	25,529

The mileage under actual or impending construction on the 1st April this year is 2,284·27 miles.

The number of miles completed during 1901-1902 was 459.

STATEMENT A.

STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction,
for the year 1902-1903.

Branch lines under Rebate terms are excluded.

Appendix A—continued.

Appendix A.
Important
documents.

Capital Expenditure on Railways—1902-1903.

(OMITTING 000.)

No.	RAILWAY.	Grants allotted for 1901-1902.	Distribution of Grants during 1902-1903.
		Rs.	Rs.
OPEN LINES.			
By STATE AGENCY.			
1	Eastern Bengal	36,76	59,38
2	Oudh and Rohilkhand ..	13,03	48,00
3	North Western	55,66	49,10
4	Warora Colliery	—60	—35
5	Stores and Reserve ... ..	...	25,02
6	Peshawar Railway Reserve	2,00	...
7	Hyderabad-Rahoki Section	8	...
Total Open Lines by State Agency ...		1,06,93	1,81,15
BY THE AGENCY OF MAIN LINE COMPANIES.			
8	East Indian	1,19,29	1,46,53
9	Rajputana-Malwa	14,88	30,00
10	Tirhoot	5,00	10,05
11	South Indian	4,50	8,00
12	Great Indian Peninsula	8,16	2,30
13	Madras Railway—North-East Line	—8,00	25,25
14	Bezwada Extension	8	8
15	Guntakal-Mysore Frontier ... ..	...	10
16	Bhopal	1,92	3,65
17	Palanpur-Deoria	3	1
Total Open Lines by Agency of Main Line Companies ...		1,45,86	2,25,97
Carried over ...		2,52,79	4,07,12

Appendix A—continued.

Appendix A.
Important
documents.

Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000.)

No.	RAILWAY.								Grants allotted for 1901-02.	Distribution of Grants during 1902-03.
	OPEN LINES—contd.								Rs.	Rs.
	Brought forward								2,52,79	4,07,12
	AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.									
18	Madras	...	...	...	...	...	...	...	22,15	22,75
19	Bombay, Baroda and Central India	...	...	...	...	...	...	...	37,72	16,25
	Total Open Lines old Guaranteed Companies								59,87	39,00
	AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.									
20	Bengal Central	...	...	...	...	...	...	...	1,78	2,00
21	Bengal-Nágpur (including the Northern Section of the East Coast Railway)	...	...	...	...	...	...	...	4,19	16,30
22	Burma	...	...	...	...	...	...	...	16,34	28,90
23	Indian Midland	...	...	...	...	...	...	...	25,48	35,50
24	Lucknow-Bareilly	...	...	...	...	...	...	...	4,90	11,40
25	Southern Mahratta (including Mysore section)	...	...	...	...	...	...	...	4,26	10,60
	Total Open Lines other Railway Companies								56,95	1,04,70
	TOTAL OPEN LINES—carried over								3,69,61	5,50,82

Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000)

No.	RAILWAY.				Length.	Amount of estimate or approximate cost.	Outlay to end of 1900-01.	Grants allotted during 1901-02.	Distribution of grants during 1902-03.
					Miles.	Rs.	Rs.	Rs.	Rs.
TOTAL OPEN LINES—brought forward ...					...	...	...	3,69,61	5,50,82
LINES UNDER CONSTRUCTION.									
By AGENCY OF MAIN LINE COMPANIES.									
26	Tirhoot, Hajipur-Begum Sarai-Katihar extension				158	1,28,57	1,40,73	22,46	11,15
27	Assam-Bengal...	{ (i) Construction chargeable to Part II			743	*12,00,00	9,90,42	74,55	61,74
		{ (ii) Land chargeable to Part I							
		{ (iii) Chittagong jetties							
28	East Indian ...	{ Moghal Serai-Gya			126	1,61,92	35,81	28,21	{ ...
		{ Dehree-Daltonganj			78	76,55			
		{ Grand Chord			99	1,41,14			
		{ Colliery Sidings			14	8,86			
29	Madura-Pamban				91	68,90	17,01	31,10	15,00
30	Tinnevely-Quilon, British Section				50	45,06	10,25	17,13	9,00
31	Ditto Native State Section... ..				58	1,12,65	14,36	38,64	21,00
TOTAL ...					1,417	19,51,01	12,14,81	2,12,54	1,59,16
AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.									
32	Calicut-Cannanore branch, Madras Railway				59	67,55	42,60	27,60	4,00
33	Azhikal-Mangalore				77	1,08,63	...	...	10,00
34	Godhra-Baroda, B. B. & C. I. R.				44	34,11	...	...	14,00
TOTAL ...					180	2,10,29	42,60	27,60	28,00
AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.									
35	Bengal-Nagpur	{ Sini-Midnapur-Cuttack-Calcutta			353	8,02,45	7,27,42	1,56,20	1,91,79
		{ Raipur-Dhamtari			56	13,64			
		{ Jubbulpore-Gondia (Satpura)			253	85,11			
		{ Midnapur-Jherriah Extension			114	1,07,81			
		{ Grand Chord link			28	31,57			
		{ Colliery lines			25	18,54			
36	Burma ...	{ Mandalay-Kunlon (as far as Lashio)			175	2,18,41	2,64,21	36,92	6,00
		{ Meiktila-Myingyan			58	34,55			
		{ Sagaing-Monywa Alon			71	33,97			
		{ Letpadan-Henzada-Bassein Extension			109	98,62			
		{ Henzada-Kyangiu			66	54,59			
TOTAL ...					1,308	14,99,26	10,19,53	2,35,50	2,17,39
Total lines under Construction by Companies, carried over ...					2,905	36,60,56	22,76,97	4,75,64	4,04,55
TOTAL OPEN LINES—carried over ...					...	..	...	3,69,61	5,50,82

Appendix A—continued.

Appendix A.
Important
documents.

Capital Expenditure on Railways—1902-1903—contd.

(OMITTING 000.)

No.	RAILWAY.					Length.	Amount of estimate or approximate cost.	Outlay to end of 1900-01.	Grants allotted during 1901-02.	Distribution of grants during 1902-03.
						Miles.	Rs.	Rs.	Rs.	Rs.
	Total Open Lines—brought forward ...					...	...	...	3,69,61	5,50,82
	Total Lines under Construction—brought forward ...					2,905	36,60,56	22,76,97	4,75,64	4,01,55
	LINES UNDER CONSTRUCTION—contd.									
	By Branch Line Companies.									
37	Hardwar-Dehra	...	...	...	...	32	26,05	25,81	42	78
38	Brahmaputra-Sultanpur	...	...	...	...	60	26,44	24,78	3,08	13
	Total against the Capital Account of Branch Line Companies					92	52,49	50,59	3,50	91
	By the State.									
39	Ghaziabad-Moradabad	...	...	...	...	87	52,71	75,59	7,46	...
40	Godavari Bridge	...	...	...	...	...	59,70	56,38	—50	...
41	Indus Bridge (Kotri)	...	...	...	...	...	31,01	27,89	—63	...
42	Jodhpur-Hyderabad (British Section)	...	...	...	...	75	31,51	19,96	2,25	40
43	Agra-Delhi Chord	...	...	...	...	121	90,76	1,01	1	...
44	Eastern Bengal	...	Chitpore Extension	...	...	...	20,45	...	17,00	18,34
		...	Rungpore-Dhubri, etc.	...	...	51	45,44	43,68	23,67	8,60
		...	Doubling the line	...	...	26	50,36	...	1,50	4,54
45	Nowshera-Dargai	...	...	...	...	42	22,08	15,99	4,05	2,89
46	Khushalgarh-Kohat and Kohat-Thal	...	...	...	...	88	50,96	3,75	28,79	18,27
47	Indus Bridge (Khushalgarh)	...	...	...	...	1	11,67	...	...	2,00
48	Jech-Doab	...	...	...	...	52	25,70	...	1,20	20,00
49	Allahabad-Fyzabad	...	...	...	...	97	1,17,09	...	5,00	50,00
50	Ranaghat-Moorshedabad	...	...	...	...	96	84,48	...	...	10,00
51	Lower Sind Extension	...	...	...	...	76	60,80	...	...	2,00
52	Rewari-Phulera	...	...	...	...	133	53,24	...	...	2,00
53	Military Lines	...	...	...	...	...	...	...	...	4,68
	Total—Lines under Construction by the State					945	8,37,96	2,44,25	89,80	1,43,72
	Total—Lines under Construction					3,942	45,51,01	25,71,81	5,68,94	5,49,18
	GRAND TOTAL—Open Lines and Lines under Construction					...	...	...	9,38,55	11,00,00

Statement of Capital Expenditure on Railways—1902-1903—concl'd.

(OMITTING 000.)

No.	RAILWAY.	Distribution of Grants during 1901-03.
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.	
	I.—CAPITAL FOR OPEN LINES.	Rs.
i. By State Agency	...	1,81,15
ii. By agency of Main Line Companies	...	2,25,97
iii. By agency of old Guaranteed Companies	...	39,60
iv. By agency of other Railway Companies	...	1,01,70
v. By agency of Branch Companies	...	...
	TOTAL OPEN LINES	5,50,82
	II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.	
i. By agency of Main Line Companies	...	1,59,16
ii. By agency of old Guaranteed Railway Companies	...	28,00
iii. By agency of other Railway Companies	...	2,17,39
iv. By agency of Branch Line Companies	...	91
	TOTAL LINES UNDER CONSTRUCTION BY COMPANIES	4,05,46
	III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE	1,43,72
	GRAND TOTAL	11,00,00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.	
I.—From Imperial Funds.	(i) By State Agency	...
	(a) Open Lines	...
	(b) Construction	...
	Total	3,24,87
	(ii) By the Agency of Main line Companies.	...
	(a) Open lines	...
	(b) Construction	...
	Total	3,85,13
	TOTAL I	7,10,00
II.—Against the Capital Accounts of the old Guaranteed Railway Companies.	(a) Open lines	...
	(b) Construction	...
	TOTAL II	67,00
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies.	(a) Open Lines	...
	(b) Construction	...
	TOTAL III	3,22,09
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.	(a) Open Lines	...
	(b) Construction	...
	TOTAL IV	91
	TOTAL I TO IV	5,50,82
	(a) Open Lines	...
	(b) Construction	...
	GRAND TOTAL	11,00,00

Appendix A—continued.

Appendix A.
Important
documents.

STATEMENT B.

List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.

Lakhs of rupees.

	Miles.	Estimated cost.	APPROXIMATE AMOUNT EACH YEAR.				
			1st.	2nd.	3rd.	4th.	Future.
		Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
EAST INDIAN RAILWAY SYSTEM—							
Grand Chord	99	141	28	60	53	...	...
Bankura-Calcutta	96	110	10	50	50	...	...
Shikohabad-Tarukhabad	66	45	10	35	...	...	...
Hooghly-Cutwa	65	64	4	30	30	...	...
BENGAL-NAGPUR RAILWAY SYSTEM—							
Vizianagram-Raipur	310	250	10	60	60	60	60
EASTERN BENGAL STATE RAILWAY—							
Quadrupling Eastern Bengal State Railway	20	40	10	10	20	...	...
Ganges Bridge at Sara (or elsewhere) ... ..	...	100	5	25	50	20	...
Dhubri-Ganhati	151	165	15	50	50	50	...
BENGAL AND NORTH-WESTERN RAILWAY—							
Katihar-Godagari or Sara (exclusive of Ganges bridge)	187	155	15	50	50	40	...
Minor feeder lines to Tirhoot State Railway	160	120	20	40	40	20	...
ODISH AND ROHILKHAND RAILWAY—							
Barcilly-Soron	63	54	10	20	24	...	...
Allahabad-Jaunpur	62	48	10	30	8	...	...
Minor feeder lines to Odish and Rohilkhand Railway	100	50	10	20	20	...	...
NORTH WESTERN RAILWAY—							
Lower Sind Extension... ..	76	61	2	30	29	...	...
Indus Bridge (Khushalgarh) ... ..	...	12	2	10	...	...	...
Conversion Khushalgarh-Kohat Railway to 5' 6" gauge	91	15	5	10	...	...	...
Jech-Doab Railway (Southern Section)	92	54	4	30	20	...	...
Minor feeder lines to North Western Railway... ..	100	50	10	20	20	...	...
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—							
Rewari-Phulera	133	53	3	30	20	...	...
Barán-Ajmer-Marwar	213	135	16	48	48	23	...
Bombay-Kutch connection	275	340	10	30	30	30	240
Nagda-Barán-Muttra (or Bandikui)	355	350	10	50	90	90	110
GREAT INDIAN PENINSULA RAILWAY—							
Agra-Delhi	121	90	5	40	45	...	...
Minor Feeder lines to Great Indian Peninsula Railway	60	30	...	15	10	...	...
MADRAS RAILWAY—							
Azhikal-Mangalore	78	109	10	30	40	29	...
Coonoor-Ootacamund	12	19	9	10	...	...	...
Minor Feeder (or famine) lines	186	40	10	10	10	10	...
SOUTHERN MAHRATTA AND SOUTH INDIAN RAILWAYS—							
Trichinopoly-Tirukolur	97	75	10	35	30	...	...
Nanjangud-Erode	120	123	28	50	50	...	...
BURMA RAILWAY—							
Henzada-Kyangia	66	55	15	30	10	...	...
Pegu-Moulmein	70	75	5	40	30	...	...
Sagaing Bridge ... ..	...	50	10	25	15	...	...
TOTALS	3,524	3,078	...	...	...	...	...

Appendix A.
Important
documents.

Appendix A—continued.

STATEMENT C.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations for construction by private companies.

No.	Name of Railway.	Length.	Estimated cost.	REMARKS.
			Rs.	
	MADRAS—			
1	Kurnool Road (Dhone)-Kurnool ...	32	9,88,000	} Negotiations concluded. Signing of contract awaited.
2	Bezawada-Masulipatam ...	50	53,50,000	
3	Vizianagram-Raipur with Sointilla Branch ...	359	2,81,04,780	Negotiations in progress.
	HYDERABAD—			
4	Raichur-Wondalli ...	43	12,53,300	Negotiations concluded.
	BOMBAY—			
5	Nadiad-Kapadvanj ...	22	15,40,000	Negotiations fallen through.
6	Sabarmati-Dholka ...	33	13,07,966	Work authorized.
	RAJPUTANA—			
7	Bārān-Marwar ...	213	1,35,00,000	Negotiations in progress.
	U. P. OF AGRA AND OUDH—			
8	Fatehpur-Markundi ...	61	42,70,000	Under consideration.
	PUNJAB—			
9	Kangra Valley ...	87	66,00,000	Concession recommended to Secretary of State.
10	Jullundur-Hoshiarpur ...	24	14,71,109	Negotiations in progress.
11	Amritsar-Tarn Taran-Patti ...	30	17,24,300	Concession granted, but floating of company deferred owing to unfavourable state of money market.
	BENGAL—			
12	Kiskenchango-Kotchandpur-Magura ...	64	49,94,494	} Under consideration.
13	Phulbari-Sumjhia ...	13	4,41,745	
14	Akhaura-Bhairab Bazar ...	19	16,18,000	Negotiations in progress.
15	Leksam-Noakhali ...	39	23,40,000	Work authorized.
16	Chondipur-Taki ...	38	20,00,000	} Concession lapsed.
17	Bhagnipur-Bausi-Baidyanath ...	69	65,31,000	
18	Hoooghly-Cutwa ...	65	63,11,900	Negotiations in progress.
	ASSAM—			
19	Tilagaon-Sylhet ...	39	38,00,000	Negotiations in progress.

Appendix A—continued.

Appendix A.
Important
documents.

STATEMENT D.

Memorandum on the construction of railways.

		Miles.	Miles.	
(i)	East Indian	1,837.10		
	Bengal Central (a)	125.01		
	Bengal Nagpur	1,815.32		
	Indian Midland	(b) 709.25		
	Great Indian Peninsula	(c) 1,647.09	6,537.41	
	Rhopal-Hawal (British section)	(b) 13.11		
	Godhra-Buland-Nagda	(d) 111.14		
	Barwadi extension (East Coast State)	(e) 20.68		
	Madras railway, North-East line	(f) 610.65		
(ii)	North-Western, including Ferozepore-Bhatinda section	(g) & (h) 3,077.11		
	Hyderabad-Shadipatti	(i) 58.01		
	Qadhi and Rohilkhand	1,037.59	1,450.18	
	Eastern Bengal	268.04		
	Calcutta Port Commissioners'	8.79		
(iii)	Bombay, Baroda and Central India	467.00		
	Madras	844.42	1,303.33	
(iv)	Delhi-Umballa-Kalka	(j) 162.24		
	Tarapur	(j) 22.23		
	South Behar (Lucknow-Gaya)	(j) 73.76		
	Southern Punjab (Delhi-Samastha)	(i) 423.03	674.65	
	Hardwar-Delra	(k) 32.04		
	Tapti Valley	(d) 155.15		
(v)	Khampton	(b) 7.35		
	Amraoti	(b) 5.44		
	Dina-Goota-Tarai	(b) 145.60		
	Bhopal-Ujjain	(b) 113.27		
	Bhopal-Hawal (Native state section)	(b) 44.28	703.03	
	The Nizam's Guaranteed State	(i) 33.13		
	Nagpur-Ujjain	(d) 34.32		
	The Gokwar's Peilad	(d) 13.35		
	Kolar Gold-fields	(f) 10.00		
(vi)	Rajpura-Distaffs	(a) 107.65		
	Jammu and Kashmir (Native state section)	(a) 15.02	122.97	
				13,994.40
(vii)	Bengal and North-Western—			
	Tibet section	577.74		
	Company's section (a)	743.00		
	Lucknow-Bareilly section (Behlulud and Kurnam)	271.17		
	Rajputana-Malwa	(d) (h) & (i) 1,611.33		
	Palangpur-Dacca	(d) 17.28		
	Southern Mahratta	1,012.01		
	Gujarat-Mysore frontier	(c) 119.10	7,459.72	
	Mysore section (S. Mahratta)	246.00		
	South India	1,631.04		
	Mysore-Motupet	(f) 54.04		
	Agra-Bengal	276.16		
	Burra	1,121.69		
	Seelipalli-Patana (British section)—			
	Seelipalli to Jodhpur frontier	(g) 63.42		
(viii)	Eastern Bengal—			
	Northern and Behar sections (including the Kumaon)			
	Dhuli, 2' 6" gauge, Lounch, and British sec-			
	tion, Cooch Behar-Kishoreganj extension 2' 6"			
	gauge	494.77		
	Dacca section	55.92	600.23	
	Cawnpore-Burhwal (Metric gauge line)	(e) 73.00		
(ix)	Dargah	47.2		
	Trabespur-Saltanpur	(a) 10.10		
	Mysore-Gujarat-Jamunpur-Jagannathpur	(c) 53.37		
	Patilud and Kurnam (Company's section)	13.02		
	Central Dacca	36.43		
	Bengal Dacca extension	67.00	415.23	
	Dacca-Burhwal	77.53		
	Lodhi and Tikal-Maharaja's Cellery	(b) 7.20		
	Atmola-Burhwal	(d) 54.67		
	Baganpore-Burhwal	(e) 14.00		
	Nagpur	(f) 10.00		
(x)	The Gokwar's Malwa	(d) 62.61		
	Hyderabad-Golavari Valley	(e) 35.24		
	Kollapur	(e) 27.07	611.93	
	Yavatpur-Mysore frontier	(e) 51.25		
	Mysore-Burhwal	(e) 12.00		
	Lunenburg	(e) 37.00		
(xi)	Jodhpur-Bikaner	612.23		
	Udaipur-Bikaner	67.20		
	Bhavnagar-Gondal-Jungad-Forbandar	(e) 243.84	1,134.77	
	Jodhpur-Bikaner	(e) 10.21		
	Jamunpur	(a) & (z) 54.24		
	Dhule-Gadga	(e) 29.43		
(xii)	West of India Portuguese	51.11		
	Bon Bicherry	(f) 7.65	73.61	
	Karalkal-Peralam	(f) 14.65		
(xiii)	Bengal-Nagpur—			
	Rajpur-Dhantari branch (2' 6")		50.24	
(xiv)	Jorhat (2' 6")	30.09		
	North-Western—		70.25	
	Nowshera to Dargah (2' 6")	40.25		
	Dargah-Himalayan (2' 0")	51.00		
	Birai-Light (2' 0")	21.50		
	Howrah-Anta (2' 0")	24.60		
(xv)	Howrah-Shikhalia (2' 0")	10.75	102.50	
	Bangach-Krishnapur (2' 0")	20.25		
	Tarakshwar-Mogra (2' 0")	31.12		
	Tarapur-Balipara (2' 0")	27.10		
(xvi)	The Gokwar's Dabhol (2' 0")	(d) 78.60		
	Rajpura (2' 0")	(d) 37.37	312.31	
	Gwalior Light (2' 0")	(b) 120.11		
(xvii)	Cooch Behar (2' 6")	(a) 33.78		
(xviii)	Morvi (2' 6")	91.36		
				25,072.46

At the commencement of 1901-1902, i.e., on the 1st April 1901, the total length of railways open for traffic was 25,072.46 miles made up as follows:—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by companies ...	6,537.41	
(ii) State lines worked by the State ...	4,450.12	
(iii) Guaranteed companies ...	1,305.92	
(iv) Assisted companies ...	874.65	
(v) Lines owned by native states and worked by companies ...	703.03	
(vi) Lines owned by native states and worked by State railway agency ...	122.97	
		13,994.40
3' 3 3/4" gauge—		
(vii) State lines worked by companies ...	7,459.72	
(viii) State lines worked by the State ...	660.29	
(ix) Assisted companies ...	418.25	
(x) Lines owned by native states and worked by companies ...	611.98	
(xi) Lines owned and worked by Native States ...	1,134.77	
(xii) Foreign lines ...	73.61	
		10,388.62
Special 2' 6" and 2' 0" gauges—		
(xiii) State lines worked by companies ...	56.24	
(xiv) State lines worked by the State ...	70.25	
(xv) Assisted Companies ...	192.50	
(xvi) Lines owned by native states and worked by companies ...	242.31	
(xvii) Lines owned by native states and worked by State railway agency ...	33.78	
(xviii) Lines owned and worked by native states ...	94.36	
		689.44
		25,072.46

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Great Indian Peninsula Railway Company.
 (c) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.
 (d) Worked by the Bombay, Baroda and Central India Railway Company.
 (e) Worked by His Highness the Nizam's Guaranteed State Railways Company.
 (f) Worked by the Madras Railway Company.
 (g) Including 6.61 miles of military line not used for public traffic.
 (h) Including 26.23 miles of mixed (2' 6" and 3' 3 3/4") gauge between Kot Kapura and Bhatinda, worked over by the North-Western State and Rajputana-Malwa railways.
 (i) Worked by the North Western State railway.
 (j) Worked by the East Indian Railway Company.
 (k) Worked by the Qadhi and Rohilkhand State railway.
 (l) Excluding 2.19 miles, Trilumcherry troop siding, constructed but not used for ordinary public traffic.

- (m) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (n) Excluding 2.10 miles at Ujjain and 3.07 miles between Agra East Bank and Agra Cantonment, laid on the 5' 6" gauge.
 (o) Worked by the Southern Mahratta Railway Company.
 (p) Worked by the South Indian Railway Company.
 (q) Worked by the Jodhpur Bikaner railway.
 (r) Excluding 3.08 miles of the Lucknow Bareilly railway between Dalganj and Aishbagh, but including the length, Bara Banki to Burhwal 16.70 miles and the length over Cawnpore bridge 0.63 mile laid on a mixed gauge.
 (s) Worked by the Eastern Bengal State railway.
 (t) Worked by the Assam Railways and Trading Company.
 (u) Worked by the Bengal and North-Western Railway Company.
 (v) Including 4.60 miles of Bhavnagar Dock estates and Jungad quarry lines.
 (w) Worked by the Bhavnagar-Gondal-Jungad-Forbandar railway.
 (z) Including 3.09 miles of Deol Bandar Dock estate siding.

Appendix A. Important documents.

Appendix A—continued.

And the mileage under construction or sanctioned for construction on the same date was 2,145·44 miles as follows:—

	Miles.	Miles.	Miles.
5' 6" gauge—			
(i) State lines worked by companies ...	392·18		
(ii) State lines worked by the State ...	6·83		
(iii) Guaranteed companies ...	59·75		
(iv) Assisted companies ...	0·79		
(v) Lines owned by native states and worked by companies ...	20·75		
(vi) Lines owned by native states and worked by State railway agency ...	79·61		
		559·91	
3' 3½" gauge—			
(vii) State lines worked by companies ...	712·32		
(viii) State lines worked by the State ...	43·70		
(ix) Assisted companies ...	53·76		
(x) Lines owned by native states and worked by companies ...	151·14		
(xi) Lines owned and worked by native states ...	160·85		
		1,121·77	
Special (2' 6" and 2' 0") gauges—			
(xii) State lines worked by companies ...	252·67		
(xiii) State lines worked by the State ...	88·12		
(xiv) Assisted companies ...	91·16		
(xv) Lines owned by native states and worked by companies ...	31·81		
		463·76	
TOTAL ...		2,145·44	
There was thus a grand total of railways completed and in hand, on the 1st April 1901, of miles... 27,217·90			

	Miles.	Miles.	Miles.
East Indian—			
{ Extension of third line between Kali-pahari and Noonah ...	0 57		
{ Shikohabad to Farukhabad ... (a) 65·82	161·70		
{ Bāran to Daltonganj ...	78 33		
{ Sitarampur to Domohani ...	6 99		
(i) { Bengal Central—			
{ Dum-Dum Cantonment to Pattipooker ...	2·03		302·18
{ Bengal-Nāgpur—			
{ Cossy to Midnapore ...	2·25		
{ Midnapore to Bujudih ...	114·39		116·64
{ Agra-Delhi chord ... (a) 121·10			
(ii) Eastern Bengal—			
{ Chitpur Terminus ...	0·83		
{ Panchooria to the Ganges ...	6 09		6·83
(iii) Madras—			
{ Calicut to Azhikal ...			59·75
(iv) Southern Punjab (Delhi-Samastat)—			
{ Delhi Brewery to Delhi ...			0·79
(v) Petlad-Cambay ...			20·75
(vi) Ludhlāna-Dhuri-Jakhal ...			70 61
Bengal and North-Western—			
{ Tirhoot section—			
{ Thana-Bihpur to Bararighat 11·36	41·83		
{ Sakri to Jaimagar ... (a) 39 47			74·83
{ Company's section—			
{ Ganges-Gogra Doab lines—			
{ Azamgarh to Shahganj ...	33·00		
{ Lucknow-Bareilly section Rohilkund and Kumaon—			
{ Dudwa to Mohan river ...	5·08		
(vii) { South Indian—			
{ Madura to Toni Torai ...	01·35		
{ Tinnevely-Quilon (Travancore) branch	137·80		712·32
{ British section ...	46·47		
{ Mayavaram-Mutupet—			
{ Mutupet to Arantangi ...	51·01		
{ Assam-Bengal—			
{ Damehara to Lumding ...	95·83		
{ Nazira to Tinsukia ...	70 10		165·99
{ Burma—			
{ Nawngkhio to the right bank of the Salween river ...	157·73		
{ Bassein and Henzada to Letpadan ...	119 01		276·72
(viii) { Eastern Bengal—			
{ Teesta bridge at Kaunia ...	4·87		
{ Moghalhat to Dhubri ...	35 83		43·70
(ix) { Bengal Doocars—			
{ Mal to Hantupara ...	44·00		
{ Dam Dim to Bagrakote ...	6·76		
{ Ledo and Tikak-Margherita Colliery—			53·76
{ Margherita to Namdaang ...	3·00		
(x) { Vijapur-Kalol-Kadi—			
{ Vijapur to Kalol ...	29 60		
{ Shoranur-Cochin—			
{ Shoranur to Ernakulam ...	64·63		161·14
{ Tinnevely-Quilon (Travancore) branch (Native state section) ...	56·86		
(xi) { Jodhpur-Bikaner—			
{ Bikaner section—			
{ Suratgarh to Bhatinda ...	59·00		160·85
{ Jaipur—			
{ Sanganer to Siwal-Madhopur ...	72·85		
(xii) Bengal Nāgpur—			
{ Jubbulpore-Gondia and branches (2' 6") ...			252·67
(xiii) North-Western—			
{ Khusalgarh-Kohat-Thal (2' 6") ...			33·12
(xiv) { Bārsi Light (2' 6")—			
{ Bārsi Road Junction to Pandharpur ... (a) 33·16			91·16
{ Kalka-Simla (2' 6") ...	68 00		
(xv) Rewah—			
{ Rewah to Satna (2' 6") ...			(a) 31·81

Appendix A—continued.

Appendix A.
Important
documents.

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Katra-sargh to Khanodih	7-80	11-01
	Jheriah to Manbad ...	...	3-75
	Tatin siding ...	...	1-75
	Northern half of the Mulkeera-Katrasgarh cross connection	0-71	76-41
	Bengal-Nagpur—			
	Ramkanali to Noddecha in the Chowrasse coal-fields ...	...	9-19
	Bujudh to Hariharpur ...	...	27-00
	Bujudh to Parthadihi ...	...	1-15
	Bujudh to Mhoda, including Bhaga connection ...	...	21-36
(ii)	North-Western—			116-07
	Jeel Doab line—			
	Malakwal to the Karana hills ...	...	51-10
	Ondh and Rohilkhand—			
(iii)	Madras—			77-70
	Azhikal to Mangalore ...	...	...

(iv)	Bengal and North-Western—			
	Company's section—			
	Gangra Gagra Doab lines—			
	Malla to Ghazipur ...	...	31-16	164-48
(v)	Rajputana-Malwa—			
	Hewari-Phulera Chord ...	...	133-22	72-46
(vi)	Noakhali (Bergal)—			
	Laksmi et al. Noakhali to Ichakhall ...	...	30-00	
	Sabarmati-Dholka—			
(vii)	Sabarmati to Dholka ...	...	33-16	12-20
	Vijapur-Kalol-Kadi—			
(viii)	Kalol to Kadi ...	...	...	23-00
	Barsi Light (2' 6")—			
(ix)	Barsi Town to Tadwala ...	...	...	55-88
	Gwalior Light (2' 6")—			
(x)	Gwalior to Sabalgarh ...	...	...	55-88
	Gwalior to Sabalgarh ...	...	...

(ix)	East Indian—			
	Extension of third line between Kalipahari and Noonis ...	...	0-57	5-50
	Bengal Central—			
	Dum Dum Cantonment to Pattipooker ...	...	2-03	
(x)	Bengal-Nagpur—			6-83
	Cossye to Midnapore ...	...	2-25	
(xi)	Eastern Bengal—			43-00
	Chitpur Terminus ...	...	0-53	
(xii)	Panchoria to the Ganges ...	...	6-00	10-25*
	Calicut to Tellicherry ...	...	...
(xiii)	Petlad-Cambay ...	...	...	79-02
	Ludhiana-Dhuri-Jakhal ...	...	...

(xiv)	Bengal and North-Western—			
	Tirhoot Section—			
	Thana Bibpur to Bararighat	11-36	75-91
	Assam-Bengal—			
(xv)	Nazira to Lakwa ...	...	10-75
	Barma—			6-07
(xvi)	Nawngkhio to Hsipaw ...	...	53-70
(xvii)	Eastern Bengal—			14-06
	Tista bridge at Kaunia and approaches ...	...	4-00*
(xviii)	Dhatla bridge	1-93	94-00
	Bengal-Doonars—			
(xix)	Mel to Chalsa	5-40	83-00
	Dam Dim to Bagrakote ...	...	6-76
	Ledo and Tikak-Margherita Colliery—			
	Margherita to Namdang ...	...	3-00
(xx)	Vijapur-Kalol-Kadi—			25-00
	Vijapur to Kalol ...	...	29-00
(xxi)	Shoranur-Cochin—			88-00
	Shoranur to Ernakulam ...	...	65-00
(xxii)	Jodhpur-Bikaner—			83-00
	Bikaner Section—			
(xxiii)	Suratgarh to Bhatinda	25-00
	Naupada-Parlakimedi (2' 6") ...	...	...

During 1901-1902, i.e., from 1st April 1901 to 31st March 1902, 633-20 miles of new railway have been authorized as follows:—

6' 6" gauge—	Miles.	Miles.
(i) State lines worked by companies	76-41
(ii) State lines worked by the State	116-07
(iii) Guaranteed companies	77-70
		300-18
3' 3 3/4" gauge—		
(iv) State lines worked by companies	164-48
(v) Assisted companies	72-46
(vi) Lines owned by native states and worked by companies	12-20
		219-14
Special (2' 6" and 2' 0") gauges—		
(vii) Assisted companies	23-00
(viii) Lines owned by native states and worked by companies	55-88
		83-88
TOTAL		633-20

And 459-54 miles have been or are likely to be opened to public traffic as follows:—

5' 6" gauge—	Miles.	Miles.
(ix) State lines worked by companies	5-50
(x) State lines worked by the State	6-83
(xi) Guaranteed companies	43-00
(xii) Lines owned by native states and worked by companies	10-25
(xiii) Lines owned by native states and worked by State railway agency	79-62
		151-2
3' 3 3/4" gauge—		
(xiv) State lines worked by companies	75-81
(xv) State lines worked by the State	6-97
(xvi) Assisted companies	14-96
(xvii) Lines owned by native states and worked by companies	94-60
(xviii) Lines owned and worked by native states	88-00
		285
Special (2' 6" and 2' 0") gauges—		
(xix) Lines owned by native states and worked by companies	25-00
TOTAL		...

* Correction of mileage.

† Excluding 2 1/4 miles of the Ondh and Rohilkhand State railway between Sultanpur Road and Partabgarh stations.

Appendix A. Important documents.

Appendix A—continued.

The total length of open line at the commencement of 1902-1903, *i.e.*, on the 1st April 1902, will, therefore, be 25,528·88 miles, comprising :—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by companies	6,542·91	
(ii) State lines worked by the State	4,397·16	
(iii) Guaranteed companies	1,348·32	
(iv) Assisted companies	874·65	
(v) Lines owned by native states and worked by companies	723·00	
(vi) Lines owned by native states and worked by State railways agency	202·97	
		14,089·01

3' 3½" gauge—	
(vii) State lines worked by companies	7,591·78
(viii) State lines worked by the State	667·26
(ix) Assisted companies	463·31
(x) Lines owned by native states and worked by companies	706·26
(xi) Lines owned and worked by native states	1,222·77
(xii) Foreign lines	73·61
	10,724·99

Special (2' 6" and 2' 0") gauges—	
(xiii) State lines worked by companies	56·24
(xiv) State lines worked by the State	70·69
(xv) Assisted companies	192·50
(xvi) Lines owned by native states and worked by companies	267·31
(xvii) Lines owned by native states and worked by State railway agency	33·78
(xviii) Lines owned and worked by native states	94·36
	714·88

TOTAL ... 25,528·88

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Great Indian Peninsula Railway Company.
 (c) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.
 (d) Worked by the Bombay, Baroda and Central India Railway Company.
 (e) Worked by H. H. the Nizam's Guaranteed State Railways Company.
 (f) Worked by the Madras Railway Company.
 (g) Including 6·12 miles of military line not used for public traffic, and also 24·09 miles of line between Ferozepore and Kot-Kapura transferred from Rajputana-Malwa railway.
 (h) Converted from 5' 6" to 3' 3½" gauge from 20th October 1901.
 (i) Worked by the East Indian Railway Company.
 (j) Worked by the North Western State Railway.
 (k) Worked by the Oudh and Rohilkhand State Railway.
 (l) Including 2 16 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.

* Correction of mileage.

† Made up as follows :—

Open at the commencement of 1901-1902

Add—Opened during 1901-1902

Deduct—Decrease due to correction of mileage

	Miles.	Miles.
East Indian	1,439·03	
Bengal Central (a)	127·09	
Bengal-Nagpur	1,547·57	
Indian Midland	(b) 795·25	
(i) Great Indian Peninsula	(c) 1,547·99	6,512·91
Bhopal-Hari (British section)	(d) 13·11	
Godhra-Batlam Nagda	(e) 141·14	
Berasia extension (East Coast State)	(f) 20·63	
Madras Railway, North-East line	(g) 510·45	
North-Western, including Ferozepore-Bhatinda section	(g) & (h) 3,077·11	
(ii) Hyderabad-Shadipalli	(h) 1,037·53	4,397·16
Oudh and Rohilkhand	274·87	
Eastern Bengal	7·65	
Calcutta Port Commissioners	460·00	
(iii) Bombay, Baroda and Central India	687·42	1,348·32
Madras	(i) 162·24	
Delhi-Umballa Kalka	(j) 21·24	
Tarkeswar	(k) 78·76	
(iv) South Behar (Luckeesarai-Gaya)	(l) 1423·03	871·65
Southern Punjab (Delhi Samusafa)	(m) 32·04	
Hardwar-Delhra	(n) 165·46	
Tapti Valley	(o) 7·65	
Khamgaon	(p) 6·44	
Amroli	(q) 115·60	
Bina-Goonn-Baran	(r) 113·27	
Bhopal-Ujjain	(s) 44·28	
Bhopal-Hari (Native State section)	(t) 330·13	723·00
(v) The Nizam's Guaranteed State	(u) 34·32	
Nagda Ujjain	(v) 21·50	
Petlad-Cambay	(w) 10·02	
Tarapur Cambay	(x) 32·42	
Anand Tarapur	(y) 10·00	
Kolar old-folds	(z) 107·05	
(vi) Rajputana-Bhatinda	(aa) 15·93	202·97
Jammu and Kashmir (Native State section)	(ab) 80·00	
Ludhiana-Bhuri-Jakkhal		
Bengal and North-Western—		
Tirhoot Section	* 510·10	
Company's section (m)	743·00	
Lucknow-Bareilly section (Rohilkhand and Kumaon)	231·17	
Rajputana-Malwa	(d, n & o) 1,641·33	
Palampur-Deesa	(d) 17·28	
Southern-Mahratta	1,042·04	
Mysore section (Southern Mahratta)	(p) 110·60	
(vii) Mysore section (Southern Mahratta)	(p) 296·00	7,591·78
South Indian	* 1,034·23	
Mayavaram-Matupet	(q) 54·08	
Assam-Bengal	589·21	
Burma	1,177·20	
Shadipalli-Baletra (British section)—		
Shadipalli to Jodhpur frontier	* (r) 669·05	
Hyderabad-Shadipalli	* (r) 55·10	
Eastern-Bengal—		
Northern and Behar sections including the Kaunia-Dharila 2' 6" gauge branch and British section, Cooh Behar-Sunrabari extension 2' 6" gauge)	601·74	
(viii) Dacca section	85·92	
Cawnpore-Burhwal (Metre gauge link)	(s) 79·60	667·26
Doughur	4·79	
Brahmaputra-Sultanpur	(t) 59·19	
Mymensingh (Jumulpur-Jagannathganj)	(u) 53·37	
Rohilkhand and Kumaon (Company's section)	63·91	
Bengal Doorga	36·40	
(ix) Bengal Doorga extensions	78·00	463·31
Dibru-Sadiya	77·50	
Ledo and Tikak-Marghepita Colliery	* (u) 10·60	
Almedabad-Parantli	(d) 54·59	
Segowlie-Baxaul	(e) 118·09	
Nilgiri	(f) 118·00	
The Gaekwar's Mehsana	(g) 94·63	
Hyderabad-Godavari Valley	(e) 385·23	
Kolhapur	(p) 29·07	
Yesvantpur-Mysore frontier	(p) 51·35	
(x) Mysore-Nanjangund	(p) 16·80	706·26
Vijapur-Kalol Kadli		
Vijapur to Kalol	29·00	
Shoranur-Cochin	* (f) 61·68	
Nirar Shimoga	(p) 37·00	
Jodhpur-Bikaner	700·20	
Udaipur-Chitor	67·30	
(xi) Bhavnagar-Gondal Junagadh-Portbandar	(w) 333·84	1,222·77
Jetalsar-Rajkot	(x) 46·23	
Jamnagar	(x & y) 54·28	
Dharamadra	(x) 20·83	
(xii) West of India Portuguese	51·11	
Pondicherry	(e) 7·85	73·61
Karalkat-Peralam	(q) 14·65	
(a) Bengal-Nagpur—		
Rajpur-Dhamfari branch (2' 6")		56·24
(xiv) Jorhat (2' 0")	30·25	
North Western—		70·69
Nowshera to Dargai (2' 6")	* 40·41	
Darjeeling-Himalayan (2' 0")	61·00	
Barsi Light (2' 6")	21·59	
Howrah-Amra (2' 0")	23·09	
(xv) Howrah-Beakhalla (2' 0")	19·76	192·50
Ranaghat-Krishnagar (2' 6")	20·25	
Tarakeshwar-Magra (2' 6")	31·12	
Tezpur-Ballpara (2' 0")	20·10	
The Gaekwar's Umbhoi (2' 6")	(d) 78·80	
Rajpiple (2' 6")	(d) 57·37	
(xvi) Nagpada-Parlakimedi (2' 6")	25·00	267·31
Gwalior Light (2' 0")	(b) 120·11	
(xvii) Cooh Behar (2' 6")		(b) 33·78
(xviii) Morvi (2' 6")		84·96

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (n) Including 20·28 miles of mixed (5' 6" and 3' 3½") gauge between Kot-Kapura and Bhatinda, worked over by the North Western and Rajputana-Malwa railways.
 (o) Excluding 2·10 miles at Ujjain and 3·07 miles between Agra East Bank and Agra Cantonment laid on the 5' 6" gauge.
 (p) Worked by the Southern Maharashtra Railway Company.
 (q) Worked by the Southern Indian Railway Company.
 (r) Worked by the Jodhpur-Bikaner Railway.
 (s) Excluding 3·68 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Banki to Burhwal, 16·79 miles, and the length over Cawnpore bridge, 0·50 mile, laid on a mixed gauge.
 (t) Worked by the Eastern Bengal State Railway.
 (u) Worked by the Assam Railways and Trading Company.
 (v) Worked by the Bengal and North-Western Railway Company.
 (w) Including 4·50 miles of Bhavnagar Dock estates and Junagadh quarry line.
 (x) Worked by the Bhavnagar-Gondal-Junagadh-Portbandar Railway.
 (y) Including 3·99 miles of Bodi Bandar Dock estate siding.

... 25,072·46

... 459·54

25,532·00

—3·12

25,528·88

Appendix A. Important documents.

Appendix A—concluded.

It is expected that the following lengths of unfinished line will be opened for public traffic in 1902-1903.

5' 6" gauge—

	Miles.	Miles.
(i) State lines worked by companies ...	209.46	
(ii) Guaranteed companies ...	17.00	
(iii) Assisted companies ...	0.79	
		227.25

3' 3½" gauge—

	Miles.	Miles.
(iv) State lines worked by companies ...	451.23	
(v) State lines worked by the State ...	26.85	
(vi) Assisted companies ...	72.46	
(vii) Lines owned by native States and worked by companies ...	40.22	
		603.76

Special (2' 6" and 2' 0") gauges—

	Miles.	Miles.
(viii) State lines worked by the State ...	30.00	
		30.00
TOTAL ...		861.01

Leaving the undermentioned lines for completion in 1903-1904 or later :

5' 6" gauge—

	Miles.	Miles.
(ix) State lines worked by companies ...	255.15	
(x) State lines worked by the State ...	146.07	
(xi) Guaranteed companies ...	77.70	
		479.22

3' 3½" gauge—

	Miles.	Miles.
(xii) State lines worked by companies ...	281.79	
(xiii) Assisted companies ...	39.00	
(xiv) Lines owned by native States and worked by companies ...	29.92	
(xv) Lines owned and worked by Native states ...	72.85	
		420.56

Special (2' 6" and 2' 0") gauges—

	Miles.	Miles.
(xvi) State lines worked by companies ...	252.67	
(xvii) State lines worked by the State ...	58.12	
(xviii) Assisted companies ...	119.00	
(xix) Lines owned by native States and worked by companies ...	87.69	
		517.48
TOTAL ...		1,423.26

	Miles.	Miles.	Miles.
(i) East Indian— Baran to Daltonganj ...	78.00	63.59	209.16
Sitarampur to Domolahi ...	0.99		
Bengal-Nagpur ...	111.39	121.67	
(ii) Madras— Tellicherry to Azhikal ...			17.00
(iii) Southern Punjab— Delhi Brewery to Delhi ...			0.70

	Miles.	Miles.	Miles.
(iv) Lucknow-Bareilly section (Rohilkund and Kumaon)— Dudwa to the Mohan river ...	5.90		454.23
South Indian— Madura to Toni Torai ...	91.33		
Tinnevely-Quilon (Travancore) branch (British section)— Tinnevely to Shenocotta ...	50.33		
Malayalam Mutupet— Mutupet to Arantangi ...	45.38		165.10
Assam Bengal— Dimchira to Lumding ...	95.83		
Burma— Hsipaw to Lashio ...	51.66		
Bassan and Hengzada to Lelpadan ...	111.13		
(v) Eastern-Bengal— Mozialhat to Dhubri ...			36.85
(vi) Bengal-Nagpur— Chidra to Rantupara ...	39.00		72.46
Sabarmati-Dholka— Sabarmati to Dholka ...	33.46		
(vii) Vijapur-Kabul-Kadi— Kabul to Kadi ...	12.20		40.22
Tinnevely-Quilon (Travancore) branch (Native state section) ...	28.02		

	Miles.	Miles.	Miles.
(viii) North Western— Khusulgarh-Kohat-Thal— Khusulgarh to Kohat ...			30.00

	Miles.	Miles.	Miles.
(ix) East Indian— Shikohabad to Farukhabad ...	67.36		61.37
Katrassgarh to Khanoodih ...	7.80		
Jheriah to Dhanbad ...	3.75		
Tara siding ...	1.75		255.4
Northern half of the Mulkeera-Katrassgarh cross connection ...	0.71		
Bengal-Nagpur— Bajudih to Hariharpur ...	27.89		
Bajudih to Pathardih ...	1.45		52.02
Bajudih to Rhode, including Bhaga connection ...	21.26		
Bhowra siding ...	1.50		
Southern half of the Mulkeera-Katrassgarh cross connection ...	0.71		121.16
Agra-Delhi chord ...			

	Miles.	Miles.	Miles.
(x) North-Western— Jech Doh line— Malakwal to the Karana hills ...	51.10		146.67
Oudh and Rohilkhand— Allahabad to Fyzabad ...	94.67		
(xi) Madras— Azhikal to Mangalore ...			77.70

	Miles.	Miles.	Miles.
(xii) Bengal and North-Western— Tirhoot section— Sakri to Jainsagar ...	30.47		96.17
Company's section— Gangra Ganga Deak River— Aringarh to Bhagang ...	31.81		
Balla to Ghazipur ...	31.16		
Rajputana-Malwa— Rewari Phulera Chord ...	133.32		281.79
Assam-Bengal— Lakwa to Pinsukhi ...	53.00		

	Miles.	Miles.	Miles.
(xiii) North-Hali (Bengal)— Laksam via Northhali to Ichakhali ...			39.00

	Miles.	Miles.	Miles.
(xiv) South Indian— Tinnevely-Quilon (Travancore) branch (Native state section) ...			29.92

	Miles.	Miles.	Miles.
(xv) Jaipur— Sanganer to Siwal-Madhupur ...			72.5

	Miles.	Miles.	Miles.
(xvi) Bengal-Nagpur (2' 6")— Jubbulpur-Condia and branches ...			252.67

	Miles.	Miles.	Miles.
(xvii) North-Western (2' 6")— Khusulgarh-Kohat-Thal— Kohat to Thal ...			68.12

	Miles.	Miles.	Miles.
(xviii) Bareilly Light (2' 0")— Bareilly Road Junction to Pandharpur ...	31.00		59.07
Bareilly Town to Talwara ...	28.00		
Kalka Simla (2' 6")— Kalka to Simla ...			
			60.60

	Miles.	Miles.	Miles.
(xix) Rewari (2' 0")— Rewari to Satna ...	31.81		67.07
Gwalior Light (2' 0")— Gwalior to Sabulgarh ...	55.26		

